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AND NATIONAL ECONOMIST.

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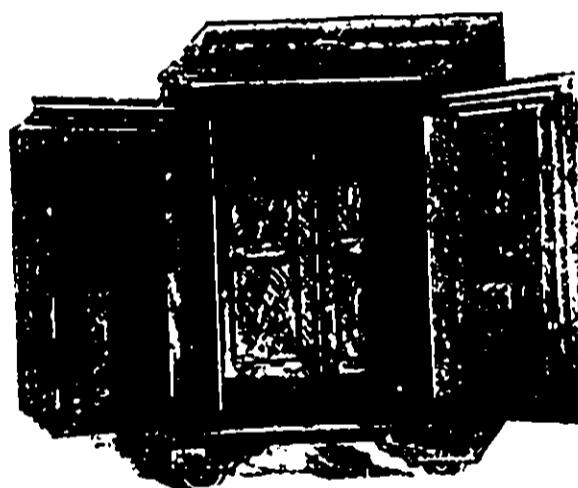
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HOW PROTECTION PROTEGES.

How any country can continue, and even in some lines increase, its importation of foreign goods, while protecting its own manufacturers, is a standing puzzle to Free Traders. That this thing has actually occurred is matter of history, and not to be denied, we have seen it in the importation of British merchandise into the United States under the Monroe tariff, and we are seeing it in Canada to-day under the National Policy. The fact is beyond all question, but the Free Trade theory wholly fails to account for it; a good reason for at least doubting the truth of the theory. But does the theory of Protection explain what the other theory fails to do? Does the former any more than the latter help us to see through the puzzle? We hold that it does, and propose to give reasons. On the Free Trade side the difficulty is generally stated in this way. If Protection excludes foreign goods, then foreign trade is destroyed, and the country so situated drops out of the list of commercial countries. If on the other hand foreign trade continues, then the coming in of goods from abroad shows that the object aimed at has not been achieved, that in fact Protection has failed to protect. One source of the error here involved lies in the old legal fallacy of confounding together statements in general and statements in particular, and drawing conclusions which may be sustained by the one but not by the other. When we are told that Protection has failed to protect, because foreign goods still continue to be imported, we must come down to particulars, and demand, "what foreign goods precisely—the kind of goods we make at home, or the kind we do not make?" As soon as this particular inquiry is passed, the weakness of the Free Traders' general conclusion begins to appear. Instances are at hand, and can be given. The French tariff, unfavourable as it has been to England, even with the Cobden Treaty in force, still allowed a considerable importation of English goods. It is true that during a series of years the amount of French merchandise brought into England has vastly exceeded the amount of English merchandise brought into France; but still English goods did to a considerable extent find a market in France, after all. When, however, we inquire what kind of goods, the operation of French Protection is seen. In metal goods, but especially in heavy iron for railway and other purposes, England has exported largely to France, England's enormous production in this line giving her an advantage that the French tariff could only partially overcome. But far different has been the experience in the various lines of textile fabrics. During years past the importation of French textiles into England has greatly increased, while the importation of English textiles into France has conspicuously fallen off. For iron production, in proportion to population, France is not so well situated as some other countries. But in the production of textile fabrics—silk, woollen and cotton—France has "gone in to win," with Protection to help; and that she has won immensely in the race with England in these lines the trade returns of recent years uncontestedly prove. Again, there is a large importation of English cotton goods into the United States, in spite of duties on cotton goods averaging about forty-five or fifty per cent. But when we ascertain what kinds of cotton goods exactly, the seeming mystery is explained. Fine cotton goods—muslins, net, and fancy fabrics—are imported from England, just because in the United States the manufacture of such goods has scarcely yet been attempted. But heavy wearing cottons, such as are turned out in immense quantities at Lowell, Fall River, and other centres of the cotton manufacture, are emphatically not imported from England, or any other country; Protection having so perfected and expanded this particular class of manufactures as to render the country wholly independent of supplies from any foreign quarter whatsoever. Turning to the iron trades we find that while imports of cheap, heavy iron still continue, with a ship's cargo of rails now and then, the importation of English tools and general hardware has been rapidly declining, that it appears on the way to total extinction, in fact. In Canada, again, certain lines of home manufacture, in iron, cotton and woollen

goods, are under the new tariff rapidly superseding imported goods of the same classes respectively. The imported goods thus being superseded are far more American than English, as it is observed, for the simple and manifest reason that Canadian manufacturers are in a general way *better* than those of the United States, but *worse* than those of England. Protection does protect, to a certainty, in all those lines of manufacture which are really suitable to the country, and upon which we have entered in earnest. But other classes of goods, those upon the manufacture of which we have scarcely entered at all, or even contemplated as a present possibility—we continue to import as before. Nay, we may be importing such goods even more likely than in the years immediately preceding 1870, simply because of the larger demand which increased prosperity brings. Further, the increased sum of the workshops may have caused, and doubtless has caused, a larger importation of such machinery as we do not make at home, also of many articles, partly manufactured, which are the raw materials of various Canadian industries. Take the case of a manufacturer whose business is all at once greatly increased by the National Policy. The very first effect of the change may be to compel him to import more machinery and raw material, and even more American coal, in order to meet as quickly as possible the new demand and the pouring in of orders. But it would be a very lame conclusion to argue from this that the National Policy had failed of its object with the plain result of an actual large increase of home manufacture starting up in the face. We have seen even an increased importation of coal with a duty on the article, but why? Simply because of the suddenly increased demand, which Nova Scotia could not possibly on the instant supply, due to the increased consumption of coal in many and various home manufactures. A fundamental error on the Free Trade side lies in looking upon Protection as intended to have, and actually having, the effect of substituting industries unsuitable to a country for those that are suitable to it. In Canada, so it is said, its effect is to draw labour and capital away from the soil and into manufacture. This is an utterly wrong and mistaken view, far, very far away from the facts. What Protection does—what it is now doing for Canada—is not to substitute manufacture for agriculture, pulling down the latter to set up the former, but the addition of manufacture to agriculture. To our former production from the farm we are now adding a new production from the factory; the production from the farm still going on as before, say, even increasing. Let the Free Traders show a single instance where the increase of manufacture, through Protection, has caused or even seemed to cause a decrease of production from the soil. Under Protection we add the raw to our resources, while holding the old all the same; and this is the secret of our better ability to pay for such foreign goods as we want, while still our home manufactures are expanding.

TELEGRAPHHS AND RAILWAYS.

Within the past few weeks a plan, which had been maturing for a year or so, for securing the control of the Canadian telegraph system by Americans has been carried into successful operation. The question which naturally arises is, What will be the consequence? True, we are on the most friendly relations with our neighbours. No trouble is on the horizon, and there is no immediate prospect of such, as far as the people of Canada are concerned. Should any unforeseen circumstances arise requiring the control of the telegraphic system, in what position would we be placed? As we remarked some time ago, when the scheme for the laying of the Montreal line was about consummated, it is inevitable, for many reasons, that Canada should control a telegraphic system of her own. Of course the right of the stockholders of the Montreal line to vote for amalgamation was a question which they had an exclusive right to decide for themselves, and we have already published an elaborate statement containing a defence from the standpoint of their interests. Still, it is a fact which many persons do not care to contemplate that the control of the telegraphic system of this country is now in the hands of Americans. Not alone is telegraphic

matters is the desire of our neighbours to secure a footing in Canada noticeable. A new railway move has taken place, while Mr. Hickson, General Manager of the Grand Trunk Railway in England, for the purpose of negotiating a loan for a double track for the through traffic of the Grand Trunk. At a meeting called a few days ago by the stockholders of the Toronto, Grey and Bruce Railway the information was suddenly sprung that certain Americans had secured substantial stock of the Toronto, Grey and Bruce Railway to control it, thus presenting the possibility of its being owned by the Grand Trunk. Some will see in this the quiet but determined operation of the railway king Vanderbilt. He controls the Canada Southern, which has amalgamated with the Great Western, and is at present playing his cards to secure the Credit Valley Railway. From these facts it is quite evident that if we wish, in the development of our country, to hold the power in our hands we will require to be very active and energetic. The railway charwoman of the Dominion is now closely watched at every move by great capitalists. It is a well-known fact that we possess the great wheat producing centre of the world in the North-West, and the grain transit of the future will be of vast importance. Hence the chief reason for our neighbours watching with intense interest the question as to who are to be the carriers of that trade. With our railways and our telegraphs thus subject to monopoly manipulation, our Dominion certainly has cause for great watchfulness.

INFORMATION ABOUT CANADA.

The Rev. Dr. McLarion, who is one of the travelling companions of the Governor-General in the North-West, is contributing a series of interesting letters to the Edinburgh *Review* descriptive of his journeys. The letter which appears in the *Course* of December 2nd reports the progress of the party as far as Lloyd City. We notice that the correspondence of the *Times* and *Daily Telegraph* is copied into provincial journals. The dissemination of information respecting the North-West in this way will be highly beneficial to our country, and there is every reason to believe it will be productive of emigration of fairly well off persons belonging to the industrial classes in the United Kingdom. What Canada is chiefly in need of is population, and we know of no better means of encouraging emigration to those portions of the country at present unoccupied than the circulation of authentic information that can be relied upon by those desirous of seeking a home in a distant land. While any action taken in that direction by the Government cannot fail to be productive of some desirable results, the representations of disinterested persons having no object to serve but the circulation of knowledge on the subject will be received with more confidence. And such being the fact we shall with pleasure make effort made by those whom we may designate outsiders to throw light upon the extent and resources of Canada's great territory in the North-West and its adaptability for the settlement of the British farmer, no matter what part of the United Kingdom he may come from. When reference is made to the subject of emigration to Canada and the United States respectively, many absurd statements are often made in this country by those who seldom lose the opportunity of advertising our neighbour's territory at the expense of our own. Because the number of persons who annually leave Europe for Canada is many times smaller than the number who leave for the United States, the fact is taken advantage of to cry down Canada, and to point out what are represented as the superior inducements offered across the border. Those who pursue this impatriotic policy ignore the fact that the United States has had a long start ahead of Canada; that for many years that country has had millions of acres of fertile territory ready for the occupancy of the agricultural immigrant from Europe, that the agents of the railway companies have acted in conjunction with the Government in circulating pamphlets containing glowing accounts of the fertility of the soil of the great regions of the west; while, on the other hand, Canada's acquisition of a vast territory of infinite resources was of comparatively recent date, a territory

only beginning to be known to the outside world. For years the great west of the United States has been prominently before the old world. A vast railway system unites the entire country, so that one can travel continuously from the Atlantic to the Pacific seaboard. Immigrants have followed the tracks of the "iron-horse," and along the route from the western boundary of Michigan to the extremities of California they are to be found in thousands comfortably settled in their new homes, and adding by their industry to the material wealth of the nation whose subjects they have become. The case of Canada has been different. But a change has set in and now that our rulers are in a position to lay to the settlement of immigrants upon the soil at their disposal in the North-West our recently acquired territory looks to be a formidable rival to the much talked-of Western States. Already considerable progress has been made. Where a few years ago there was no population save the officials of the Hudson Bay Company and a small number of aborigines, there exists the flourishing capital of a new province, new towns are springing up in every direction, railway construction is making satisfactory progress, and immigrants are arriving from the older provinces and from across the Atlantic. We have great faith in the future of the North-West, regarding which at the present time comparatively little is known outside our own country, and even here few people have any conception of its great value as a portion of the Dominion. The publication of such letters as those of Dr. McLarion and the impressions formed by other old world visitors will do much towards giving light in quarters where there now exists darkness, and will result in drawing attention to Canada as a desirable home for those not satisfied with their present condition.

THE UNITED STATES TARIFF.

Two tariff agitations are going on in the United States—one in favour of the abolition of Protection, the other in favour of such a revision of the tariff as will strip it of some of its incongruities while preserving its protective features. The opponents of Protection are greatly in the minority, and although they like our own Free Traders in Canada, talk of making Free Trade a party cry during the next election contest, their prospects are not particularly bright. The policy at present in operation in the United States has been of incalculable benefit to the country at large, and under present circumstances it is not likely to be abandoned for many years to come. While Protection is gaining ground in Europe, our shrewd and far-seeing neighbours will not adopt Free Trade. They are altogether too keen observers of the signs of the times to commit such a national blunder. The tariff revision movement, however, concedes itself to the advocates of the United States "National Policy," and it is steadily gaining strength. Commenting upon this movement the New York *Daily Indicator* says:—

"A tariff for revenue and the gradual reduction of the national debt must at least be maintained. Absolute Free Trade is utterly out of the question, even admitting that such a policy would be beneficial to the country at large. If the present tariff is faulty, as no doubt it is, its proper revision can only be effected through general investigation and discussion by those having the special knowledge and experience requisite for the proper and intelligent performance of such a task, and this will necessarily take time. The crudities and inconsistencies of the present tariff are admitted to have been the result in a great measure, of enforced basis, as well as a want of knowledge by those who constructed it; therefore to proceed in the same manner with its revision would be only to repeat the errors which have given us the present faulty instrument. But this appears to be the very thing the Free Traders are determined to do, judging from the unanimity with which the journals of their interest oppose and cry down the proposed commission on revision, yet, it must be admitted that though a properly qualified commission is the only way fit which the work of intelligent revision can be approached with any hope of improvement. The *Philadelphia Record* says: 'The popular demand outside the special beneficiaries of the high tariff system is for a lessening of the burdens which are thrown upon the general mass of citizens. A mere paring down of excesses, and an adjustment of certain contradictions and inconsistencies, so as to make the existing plan less crude and more symmetrical, will not do.'

"We see no evidences of any such popular demand as is here spoken of. It is true that certain journals advocate Free Trade through a rehash of arguments, many of them fairly applicable to the case of England forty years ago, but there are no evidences whatever in any popular de-

mand in that direction—but such as there are instances, as are afforded in England, for instance, as are afforded in England, for the present time of a popular desire for, as they say, 'fair trade' measures, more or less than protection to business industries. A popular desire for Free Trade would find expression in mass meetings, elections, but it is not evidenced in either of these ways. The conclusion is warranted that the demand for Free Trade has no greater claims to being popular than the demands of the big-lots or the greenbacks, or of any other small but noisy clique who advocate similarly wild and heretical notions in economy and politics.

"It is entirely too soon yet to begin sweeping reductions in the revenue. The traditional policy of the country, which does not recognize a permanent debt as a necessary adjunct to national greatness, cannot be set aside to satisfy the advocates of a policy which begins but one exponent among nations, which that one shows visible signs of disposition to abandon. We believe in the popular feeling, and the general apathy, even among the farmers and labouring classes, to the abominations of Free Trade, and to their proposed exploits of 'rubbery' by the protectionists. It is evident that Free Trade theorists have little hold on the popular mind, and a little response to the popular feeling, on the other hand, a revision of the tariff is reasonable and proper. It wants gravity and symmetry, and adaptation to the present development of our native industries, and it is pleasant to see a position for a 'paring down of excesses and an adjustment of certain contradictions and inconsistencies' on the protectionist ranks. With this object in view we hope a commission of intelligent and well-informed experts representative of the great interests of the country will be appointed by the next Congress.

BRITISH BOARD OF TRADE RETURNS.

London papers received by the mail contain elaborate statements of the British Board of Trade returns, for the last month. From a return before us we learn that they show that the total declared value of the imports during the month was 35,091,098, which is an increase of 1,672,011 compared with the imports of the corresponding month last year. When compared with the imports of August, 1870, there appears an increase of 4,350,000. The imports for the last eight months amounted to 267,636,018, which shows a decrease compared with the imports during the first eight months of last year of 11,716,417, but an increase of 32,033,214 in the comparison between 1870 and 1871.

The exports amounted in value during the month to 21,180,603, an increase of 2,066,280 compared with August 1870 and of 3,844,387 compared with August 1871. A comparison of the last eight months—during which the exports amounted to 150,919,095—with the corresponding period of 1870 shows an increase in the value of exports of 3,900,492, and compared with 1870 of 28,415,180. The returns respecting the export of iron and steel show a total value for the eight months ending with August of 17,600,241, which is a decrease compared with the same period of last year of 2,440,383, but an increase compared with the eight months of 1870 of 3,716,122. The returns for the month of August, in which month the exports amounted to 2,482,041, show an increase of 278,349 compared with August 1870, but an increase of 743,060 compared with August, 1871. The total value of the cotton manufactures exported in August this year was declared at \$673,617, which shows a decrease upon last year of 104,617, but an increase of 1,026,135 compared with 1870. A comparison of the eight months (with exports during that period of this year of 47,603,185) shows an increase of 2,100,000 upon last year, and of 10,114,511 upon the year before. In wool and worsted manufactures there is a total value shown for last month of 19,142,264—a decrease of 179,245 upon the exports of August 1870, but an increase of 370,334 compared with the exports of August 1871. In the last eight months the exports amounted to 12,015,116—an increase of 56,797 compared with the eight months of last year, and a decrease of 1,576,396 compared with the corresponding period of 1870.

A correspondent of the *Standard* writes: "As a sort of scoop-kink I give you a curious experiment tried on an engine water supply pipe that became choked up with lime-crustation. After hammering it for an hour or two and kindling a fire all over it, without any result, one end was dug up, and about a pint of refined oil was poured in. In the other end—all would hold—leaving it stand all night. The next morning the outlet was dry, a solid line core. Before trying, this we thought of throwing the pipe away as useless, and getting a new one."

EDITORIAL COMMENTS.

The Pullman Car Company seems to be in a flourishing condition. The receipts of the company for the year ending last July just reached the large sum of \$2,000,000. The expenditure, including \$250,000 for dividends, amounts to \$2,014,412, leaving a surplus of \$1,751,587. The company now owns cars.

The death of President Garfield has called forth an expression of general regret throughout Canada all classes of the people being in it. In England, too, owing on the subject by very strong leading newspapers appeared yesterday a meeting, flags flew at half-mast from public buildings, and in other ways there was marked evidence of the sorrow which is felt at the melancholy termination of President Garfield's career. Yesterday morning the Queen telegraphed to Mr. Garfield, stating that words could not express the deep sympathy she felt for her in his affliction. A despatch was received from the Lord Mayor on behalf of the citizens of London, expressing regret at the sad loss sustained by the American nation. Indeed, from all parts of the civilized world messages of condolence arrived after the announcement of the President's death. It is seldom that a public event has occurred that has called forth such general sorrow as, in the first place, the attempt upon President Garfield's life, and, in the second, its fatal result.

SPECIAL NOTICES.

W.S. NORRIS & SON.

UFACTURERS OF PIANOS, ORGANS AND PIANO COVERS, AND MANUFACTURERS OF PIANO STOOLS.

This firm is one of the oldest in Canada, having been established for the past twenty-five years, and are doing a remarkably thriving trade. In piano stools and covers they are doing an immense wholesale trade, and are exclusively supplying the trade from Gaspé to British Columbia. Owing to the immense supply of piano stools which they send through the country, and the material economy bestowed on them by an appreciative public, they are contemplating to withdraw from the piano trade and devote their entire attention to the manufacture of piano stools, which are unsurpassed in design, style and finish. The warehous and office of this firm are at No. 2 Adelaide street East, Toronto.

TODHUNTER, MITCHELL & CO'S CELEBRATED COCOA AND CHOCOLATE PREPARATIONS.

It is well known that owing to the extremes of heat and cold in our Canadian climate something is needed to build up our constitutions, and the excellent preparation of cocoa and chocolate manufactured by Todhunter, Mitchell & Co. seems to supply the want. Persons of sedentary habits who do a vast amount of brain work will find the brain invigorated by this chocolate and the nerves toned to induce a quiet sleep. Ladies will find by its use a transformation from sickly, yellow complexion to that of the bloom of health, and for children also it is the best drink, as it contains the highest amount of nourishment in the most digestible form. As cocoa contains the sustaining qualities of tea and coffee, without their hurtful properties, farmers and mechanics who are overtaxed with manual work will find it invaluable. Todhunter, Mitchell & Co.'s cocoa and chocolates are entirely free from the liability to become stale and unwholesome. Although, in accordance with the Adulteration of Food Act of 1875, chemical analyses have been frequently made of cocoa and chocolate, yet, in every instance, Todhunter, Mitchell & Co.'s improved system of manufacture has been entirely free from any deleterious substance, and of fine quality. Owing to a variety of causes all previous attempts to make the manufacture of cocoa and chocolate a special industry in Canada has resulted in failure. It has, however, been the good fortune of Todhunter, Mitchell & Co. to successfully demonstrate the fact that as fine goods can be made here as in any part of the country, and to their increasing determination to maintain a high standard of excellence is attributed the great and constantly increasing demand for their cocoa and chocolates. Their works are located at 122 Adelaide Street East, Toronto, and a short description may be as follows: An immense engine and boiler in the basement supply the power for turning the various machines in the three upper flats. The third floor is used for storing the various kinds of cocoa, beans imported from the West Indies, Mexico and South America, and here they are roasted to develop the aroma, in patent cylinders and ovens manipulated previous to being lowered to ground flour when the numerous

and expensive machines used in crushing, mixing, roasting and molding come into play. At least constantly receive the goods when prepared are loaded to the second store where they are packed labelled and stored ready for sale.

HAPPY'S SATURDAY NIGHT CLUB.

This is an entirely new project and is manufactured by a few men establishing their headquarters in Toronto. It is used for laundry purposes in public institutions, laundries and private houses instead of boil and squat blue and is universally acknowledged to be superior to all former kinds of blue as it will not spot streak or dye the finest fabrics which require washing and bleaching. This blue is an improvement on the old system of using blue blue, as none are required when Harpers Liquid Blue is used, a single drop colours a large goblet of water till will make it a dark blue. The manufacturer of this blue makes a very creditable display in the hall building of about fifty dozen of his liquid blue. This blue factory is entirely now and the exclusivity of the kind to the Dominion. Considering the manufacturer has only been in operation since the third of July 1881, he has experienced a good demand for his product and hopes yet to have a large show of the public patronage of our fair Dominion, trusting to the public, by means of the press and individual attention, to secure that patronage which the venture of the manufacturer deserves. We are pleased indeed to state that he has received the highest award at the Industrial Exhibition, Toronto, 1881, against the world. Mr. H. A. Harper, 20 Frazer street, Toronto, is the manufacturer of this blue, and deserves credit for his display, as we think it eclipsed any exhibit of one article at the Worlds Fair, Toronto, 1881.

DEVASTATED MICHIGAN.

The recent terrible forest fires in eastern Michigan revive memories of that terrible day in October, 1871, when not only Chicago, but as well several sections of the lumber district of the North-West, were devastated by the destroyer. Among the sections of country which at that time were visited with swift destruction was the same district which now claims again the sympathies of the civilized world, by reason of the terrible suffering and loss of life recurring in a culmination of the causes which were then established.

Those familiar with the map of Michigan will recognize the devastated district as what is not infrequently spoken of as the "thumb" of the state. It is that country lying north of the line of the Detroit & Bay City railroad, from its junction at Lapeer with the Grand Trunk road to Port Huron. While Chicago was in flames on October the 9, 1871, this same territory was being swept by fire, as a result of which thousands were rendered homeless, while hundreds of dead bodies testified to the ruthless character of that disastrous experience, and their helpless ones endeavoured to escape from the sea of flame. The loss of life at that time was never fully ascertained, and, indeed, it is but a few weeks since it was reported that the remains of four human skeletons, huddled in a group, had been discovered in an isolated forest, which were supposed to be those of a family who perished in the great fire of ten years ago, now, for the first time, discovered.

The region of country so terribly afflicted was the field of the earliest endeavour of the lumberman in the state of Michigan. On the banks of the Black river, and other minor streams emptying into the St. Clair river, were watered that large stock of logs which for many years supplied the mills of Port Huron, St. Clair, Detroit and other river points. Later, the attentions of the lumbermen were attracted to the Cass and Flint rivers, whose waters healing in the region which would naturally be explored by the loggers operating on the streams flowing east were found not only eminently suited to log running, but seemed a provision of nature for enabling immense forests of the most valuable pine timber which had, up to that time, or, in fact, has since been discovered upon the continent of America, to be utilized for the benefit of a rapidly developing nation.

The Cass river pine, and scarcely less that of the Flint, became so famous throughout the country that it was no uncommon occurrence in the East to see a lumber yard sign, or a newspaper announcement by some enterprising dealer, read, "available pine lumber for sale." At the time of the great fire of 1871, lumber operations upon these streams had been carried to their very source, and the near at hand timber had been pretty thoroughly taken off, after the manner current in those days, in which timber was then fit to cut that would not yield largely the upper qualities, or that was not over twelve in its diameter. There was still remaining a vast quantity of small timber, and, removed from the streams, a considerable quantity of late growth.

The country had not by any means ceased to present an inviting field for the lumberman, and along with a vast area of good hardwood with hemlock and cedar swamps, which were not as yet considered of value. Along the coast of Lake Huron, the mills of Port Austin—producing from 10,000,000 to 12,000,000 feet per year—constituted about the last of the chain of mills which had for years invited the lumber buyer to Lexington, Port Hope and other

shore towns. West of Port Austin Bridge, on the east shore of Bear claw bay, Chequamegon, with a burned hull was at work on the timber which was still to be had on the Wisconsin. Sault Ste. Marie settlement was also a better year's struggle, and a condition of prosperity and decent living the surrounding country made a most excellent region. Over a large proportion of all this territory were scattered farms, some of which were cleared by the lumbermen in order to obtain a sufficient supply of grain, hay and vegetables for their winter operations.

These were scattered which being regions need not be told as to the character of a large proportion of the settlers whom they will recognize, as among the labourers in the lumber camps, who had settled upon cut lands, taken up homesteads or purchased them, in a neighbourhood were work to be obtained in the pine woods during the winter, clearing them, to obtain ready money for necessities unavoidable without, and to eke out the scanty means available from the products of farms in process of clearing. But low in all this region of country could boast, at the end of each successive year, of available results of their labours, beyond an increase of the area of cleared land and an increase in the mouths to be provided for. Villages and hamlets were springing up in all directions, as the far-off communities would demand, but none possessing any greater elements of wealth than were presented in the enterprise of small traders, and such mechanics as were in demand in a new country.

It was over this country that the flames swept upon the fatal October day of 1871, leaving ruin and devastation in their track. The standing timber was killed over vast areas of country, and lumber operations were almost wholly suspended after the first season, by reason of the valuelessness of the timber. Thousands of small farms were at that time swept of all their buildings and fences, as well as the crops which had been raised during the season. Hundreds of families were called to mourn the loss of some of their members, and in scores of instances whole families perished in a body. The sympathies of the world were awakened by the dire results of those days of terror in Michigan and at Peshtigo, Wis., but above and over shadowing all, by those at the better known and more readily located city of Chicago. Hopes were freely forwarded from all quarters, but the scattered settlements of the stricken farming and lumber districts received, comparatively speaking, only the crumbs which fell from the richer supplies of bounty which were lavished upon the sufferers of Chicago. It is said that at the time of the Irish famine of 1845 the Prince of Wales, then a small lad, had been listening to the tales of suffering and starvation, when he turned to the Queen mother with the remark, "Well, I would not starve if I were there. I would live on crackers and cheese first. And not a few of the sufferers in Michigan would have been glad of such a diet.

Such aid as Port Huron, Detroit, the Saginaw valley and another Michigan, supplemented by supplies principally of second hand clothing, from other sections as could be made available, were distributed among the settlers, and with the lapse of years the experiences of those terrible days became a memory of the past, to be recalled only with a shudder, accompanied with the earnest prayer that such a calamity might never again be visited upon any portion of the land.

The country has again been settled by a quarter of a million souls, scattered over 6,000 square miles. The timber killed by the forest fires of 1871 has stood in vast areas of this territory, the whitened trunks pointing upward, and drying to the heart. In the midst, clearings have marked the faith of new settlers that the walls of tinder wood which surround them would never again take fire, until the financial ability of the people should enable their permanent removal. Many express surprise that the people in the burned district did not, after their first disastrous experience, remove the dead timber which could, and did, prove a constant menace to their safety. These do not appreciate the extent of country involved, the comparative sparseness of its population, or the poverty of a majority of those who go into the timber wilds to bewt out a home for themselves and their families—facts which at once forbid a man struggling for a poor existence from undertaking works of a public character, for the general benefit, especially where the work is to be performed upon the lands of another, who, perhaps, is a non-resident, and who, if approachable, would probably not appreciate the danger with which an entire community was menaced by the condition of his property.

The present unprecedented dry summer has, as well as in relation to remove the last vestige of dampness from the dead timber of this last section of country, and what wonder that again the flames have obtained a foothold in the dry trunks of the miles of forest trees, and that the sympathies of the world are awakened for thousands of naked, hungry and homeless sufferers, including the survivors of those families from among whom hundreds of victims have fallen in the holocaust of flame, and, destitute and disengaged, a vast population looks upon the ruins of their lately comfortable dwellings and farms, dismally contemplating the coming of a winter season, which can, at the best,

present to them anticipations only of outlook of darkness, subduing and separation of families. This ruined and suffering people are turning with interest to the adoption of Free Trade, and those who were then in favour of it, and who, so far, have experienced no personal disadvantage from it, will probably still be disposed to argue for its continuance. If they did but argue there would be little difficulty in meeting them and convincing them. What is it that they tell us? They tell us that under Free Trade the manufacturers of this country have beaten the manufacturers of every other country in the world. The answer to this is that for a time our manufacturers were decidedly in the van of commerce, and that they are now, through the continued operation of the same principle which is said to have secured their supremacy, as decidedly in the rear. Why is this so? Too other nations by whom our manufacturers are beaten have certainly not advanced in consequence of the adoption of Free Trade in their part. Is it not rather because they have strenuously adhered to a policy which gives their producers a monopoly at home and the most equal terms abroad? All events, it is surely worth while to consider how that while they have without exception advanced, we have of late years been receding. This is denied by the Free Traders. They tell us that in ten years our foreign trade has increased 21 per cent., which is true. But the foreign trade of America in the same period has increased 41 per cent., and that of France 41 per cent.

When Free Trade was adopted in 1860 the contention was, firstly, that it would be an immediate and immense gain to the consumer in this country, on the principle that the manufacturers of this country would follow suit. Upon this latter position the main justification for the step taken was confessedly based. At the end of forty-five years it is found that no such justification exists, and those who still adhere to Cobden's tenets are driven to the humiliating position of arguing that "the total of the manufacturing production of this country is as great as it ever was." It was not now as great as it ever was, what would be the position of a community so vastly increased in numbers, and whose ideas as to what constitutes the necessities of life have undergone such a change? Forty years ago the exports of this country exceeded the imports in value to the extent of nearly fifty millions sterling. In 1870 the value of the imports surpassed that of the exports by 114 millions sterling. In other words, for each 8 per cent. increase our exports there has been an increase of something like 150 per cent. on imports. Those who maintain that the value of the country's exports is its imports, are thus faced with this logical dilemma, that under protection Great Britain had to give goods to the value of, say, 100 millions for goods not exceeding half that amount in value, and that foreign nations are now carrying on their trade with us under similar conditions. The facts which we have quoted go to show that such a conclusion is absurd. Without unduly emphasising the tragedy which has been made in America, seeing that it is a new country with incalculable wealth and undeveloped resources, let us simply institute a comparison between ourselves and France. The difficulty of negotiating commercial relations with France has increased on each successive occasion, until at last it is confessed that treaty negotiations between the two countries have been abandoned. That they have been abandoned is in no sense due to any title which we possess to treat our nearest neighbour cavalierly. On the contrary, it is because the terms proposed to have graduated from one stage of stringency to another, till at last they are deemed worse than no treaty at all. And why has France treated us in this high-handed manner? Because the trade of France has increased 61 per cent. during the time it has taken us to achieve a growth of 21 per cent. And whence the diversity of growth? France has had great wars, revolutions, changes of government, and general unrest. Such has not been our history. But the policy of the French Government has been to protect the French producer—upon whom, it is held, depends the prosperity of the labouring classes and the nation generally—from undue competition from abroad. Free Trade, on the other hand, proceeds upon the assumption that the producer and the consumer are beings apart, having no interests in common, and no mutual advantages. Another evidence of the weakness of the case of the free traders is that they persist in saying something is proposed which actually is not proposed at all. "A protective duty upon corn" is not among the things suggested, but this is the skeleton in the Cobden cupboard, and this is the way in which the imaginary proposition is reasoned out; the effect being to increase the price of bread, the farmer would be enabled to pay a higher rent to his landlord. Would it not be reasonable to say that the additional sum received in name of increase in the price of corn would enable the farmer to pay higher wages to his labourers, to purchase more freely of the commodities generally manufactured in the country, to keep the land under cultivation, and to maintain a position of sovereignty? But it is a gross and deliberate misrepresentation of facts to say that the advocates of Free Trade desire to protect absolutely to protection. What they desire is, that the manufacturers, farmers, and producers generally in this country shall be enabled to compete upon equal terms with those of other nations in the markets of the world. It is an simple problem to solve, and we are far from saying that it is yet within apprehensible distance of solution. There, however, who think that it can ever be solved by means of a blind adherence to the principle of free imports, are at once invested of "great courage and intense stupidity."

Winnipeg, Man., 21st.—Votes have been issued for local elections in the electoral divisions in the newly acquired territory. The nominations take place on October 1st, and the polling on November 1st.

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

THE TWO U.S. PROTECTION AND PROSPERITY

Mr. C. J. C. Journal of Commerce.

If there is one thing about which all Free Trade advocates are in full

agreement, it is that the protective tariff is hostile

to national prosperity—the two countries

which adhered strictly to the principle of the

tariff system are on the high road to hu-

man destruction and bankruptcy in their

the fatal terminus. Unfortunately for

the protectionists it is contradicted by the facts

everywhere. For the supporters of a

tariff have not been unmindful of the

extraordinary bad application of the

protective principle. Not only were the

borders open to imports, but many

articles were absolutely prohibited from

entering the French ports and passing

through the French custom houses. The

subtlety was that prohibitory policy

that an attempt to import anything

into France made the article itself liable to con-

sumption, the consequence of it being liable

to heavy fine, and the slapper or con-

signor subject to a severe penalty, to be

enforced against him the moment that

either he or his property could be found

on French soil. Protection was applied

not merely to the great and very impor-

tant industries, but no art or produc-

tion was so insignificant or so humble as to

be left beyond its sheltering care of the

general tariff. Nor was it considered

sufficient to provide stringent regulations

their execution in both letter and spirit

was constantly looked after with sleep-

less vigilance, and when it was discovered

any defect, whether in the lan-

guage of the law or in the mode of ad-

ministration, a corrective was speedily

applied; hence France has suffered least

of all the countries in the world from the

treacherous effects of smuggling and of

skillful evasion of legal provisions. Pro-

tection of home industry was intended

to be effectual, and the design has been

fully carried out at all points. In this

case, if anywhere, we should be able to

see very plainly the blighting and ruinous

influence called for by the Free

Trade dogma. On the contrary, we see

the highest degree of prosperity enjoyed

by any European state, and that, too,

after having been overthrown and devastated

by a victorious enemy, its capital in the

hands of a foreign army, two of its

most valuable provinces wrested away,

and a war sum-of five milliards of francs

(about \$1,000,000,000) inflicted by and

held by Germany, with the design of

weakening France beyond recovery within

a generation. All this took place only

some ten years ago, yet we see France

flourishing, vigorous and more powerful

than ever. How are we to reconcile such

an exhibition of abounding strength and

enlarged thirst with the notion that the

protective tariff system is the certain

road to industrial collapse? Are not

seventy-five consecutive years long

enough to test the tendency and the

results of the national policy? When

the outcome is plainly the exact reverse

of what is said to be its unavoidable

development, there is no logical con-

clusion permissible other than that the

protective tariff system must be radically

and entirely wrong. It is like saying "this

is the setting sun," yet it should turn out to be the

rising sun.

The United States presents another

example. For twenty successive years

this country has been under the rule of

the protective tariff system. We now

offer to the world a spectacle of marvellous

prosperity. The accumulation of wealth

is proceeding at an unparalleled rate.

Not only is our progress greater than

our present development. Never have the

skies of our land been glowed with promises

so bright. This, to be noted, is the

longest single period of protection per-

mitted to the American people. No

other one has exceeded nine years; this

one has already exceeded double that

time, and is still in operation. Accord-

ing to the hypothetical rule, we should now be

in the depths of depression and exaspera-

tion, with ruin in sight. If it be

said that we did have a revolution in 1873,

followed by six years of hard times, it

may be answered that the protective

system could not have caused that panic

and the subsequent prostration; for, if it

did, how do we account for the high

prosperity at this moment? If protec-

tion caused the panic, then what cause,

potential enough, to vanquish the disas-

ters of protection, has been able to over-

whelmingly reverse its ruinous tenden-

cies, had them reverted, bring back

an era of good times, and maintain the

growing prosperity? The same cause

cannot produce two diametrically oppo-

site results—it cannot produce adversity

and then change round to produce pros-

perity; but the prosperity is here and the

adversity is gone. The duties on im-

ports are in many cases higher to-day

than they were when the panic occurred.

Protection, therefore, cannot be held

responsible for the crash in 1873, that

must necessarily be assigned to some

other cause. Moreover, it is a fact that

all the prosperity enjoyed by the Ameri-

can people—all of it, without reserve—

from the beginning of the Union until

now, has been under the rule of protec-

tive tariffs. It is equally a fact that all

the hard times suffered by the American

people between 1789 and 1861 existed

under the rule of non-protective tariffs.

Our experience teaches that the hard

times always occurring under low revenue

tariffs are ended by a return to

protection, and that our prosperity increases with the increase in the degree of protection in the tariff. So far as the experimental knowledge of this country extends, there is a relation of causation to the theory that the protective system is best suited to national prosperity. In our case these two principles have been touching hand in hand from童年 and cooperative conditions.

It we turn to Canada, we see another contradiction of the theory. Under a non protective tariff there prevailed from March 1st, 1873, industry was depressed, languishing and dependent. The protective policy has been an operation less than two and a half years yet the improvement is radical, in extent and entirely satisfactory. Never before did the Canadians enjoy so much of solid

prosperity. Never before was there so much of hope and enterprise among the people. Never before was there such a sense of confidence in the future. This is a fact which is quite remarkable. The protective theory is no longer coming disaster to industry and in no way is it true that the Canadian government has been subject to heavy fine, and the slapper or con-

signor subject to a severe penalty, to be enforced against him the moment that either he or his property could be found on French soil. Protection was applied not merely to the great and very important industries, but no art or produc-

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TORONTO PRICES CURRENT.

GROCERIES			
Flour, per lb.	\$1.10	12	
Pasta	25	25	
Coffee, native	25	25	
Cheese, plantation	25	25	
Bacon, sliced	25	25	
Lard, per lb. (four months)	25	25	
Lard, per lb. (12 months)	25	25	
Butter, Larder	25	25	25
Sultanas, new	125	125	125
Valentines, new	125	125	125
Wine, new	125	125	125
Wine, old	125	125	125
Wine, mautz	125	125	125
Wine, mautz	125	125	125
Wine, red	125	125	125
Wine, white	125	125	125
Wine, 100 lbs. bottle, \$1.10	125	125	125
Spices			
Spices, whole, per lb.	25	25	
Spices, ground	25	25	
Jamaica, root	25	25	
Pepper, black	25	25	
Pepper, white	25	25	
Spices			
Tea, Rio, per lb.	65	65	
Indian Black Tea, extra	65	65	
Standard Granulated	65	65	
Tea, Cut Leaf	65	65	
Tea, common to good	50	50	
Tea, good to choice	45	45	
Tea, choice to fine	42	42	
Tea, good to fine	35	35	
Tea, common to good	25	25	
Tea, choice	25	25	
Tea, good to choice	25	25	
Tea, choice to fine	25	25	
Tea, fine to best	25	25	
Nylon			
Nylon, special	35	35	
Tobacco, Manufactured			
Book Western Leaf, good to	40	40	
Book, good to fine	35	35	
Book, good to fine	35	35	
Book, choice	32	32	
Book	42	42	
HARDWARE			
Iron, per lb. (four months)	25	25	
Copper	35	35	
Lead	25	25	
Zinc Sheet	35	35	
COTTON			
Yarn, 100 lbs., per kg. of 100 lbs.	25	25	
Bobbin American pattern	25	25	
10y. and 9d.	25	25	
10y. and 7d.	25	25	
10y. and 5d.	25	25	
10y. and 3d., cold cut Canada	25	25	
Pointed	25	25	
10y. and 3d., cold cut Canada pointed	25	25	
IRON NAILS.			
(Discount, 45 to 50 per cent.)			
Flat Hammered	10	10	22
COPPER NAILS.			
Flat Hammered	10	10	22
COPPER NAILS.			
Flat Hammered	10	10	22
COTTAZED IRON.			
Port No. 22	5	5	6
Port No. 24	5	5	6
Port No. 26	6	6	7
Port No. 28	6	6	7
IRON.			
Per Cambro	20	20	21
Ammerite	20	20	20
Clinton No. 1	20	20	20
Verde Scotia	20	20	23
Verde Scotia bar	20	20	20
Bar, per 100 lbs.	20	20	20
Hoops—Coopers	20	20	20
Hand	20	20	20
Weld Plates	20	20	20
Made Plate—Clinton	20	20	20
" Pen	20	20	20
" Swans	20	20	20
" Blaistan	20	20	20
" Bears Head	20	20	20
TIN.			
Bar, per 100 lbs. (at four months)	5	5	5
Bar	4	4	5
Bar	4	4	6
BABBIT METAL.			
No. 1	16		
No. 2	12		
No. 3	7		
ALUMINA.			
Lambert's Pride	82	82	10
Perfume	82	82	9.50
Pen Cutter	82	82	10
Perfume	82	82	10
CORDAGE.			
Vanilla, 1 and larger	0.12	0.12	0.05
" 1 inch	0.12	0.12	0.13
IRON WIRE.			
in. 6, per hundred four months	1.80	1.80	
6. "	2.10	2.10	2.20
6. 12.	2.40	2.40	2.60
POWDERS.			
Blasting Gun	2.50	2.50	3.75
Sporting	2.50	2.50	6.10
Blasting, Knall.	2.50	2.50	3.75
Blasting, loaded	4.00	4.00	5.10
WINDOW GLASS.			
1 and under	1.65	1.65	1.70
1.50 "	1.65	1.65	1.85
1.75 "	2.05	2.05	2.10
2.00 "	2.25	2.25	2.30
LEVEL.			
Cast Steel	0.12	0.12	1.5
Brewster Steel	0.5	0.5	6
TIN PLATE.			
1/4 lb. (four months)	4.25	4.25	8
Charcoal	4.25	4.25	8
XX "	4.25	4.25	8
PC "	4.75	4.75	10
DRUGS.			
Aloe, Cape	25	25	25
Iodine	25	25	25
Amphor	35	35	40
Enter Oil	10	10	12
Castile Soda	2.25	2.25	2.50
Cream Tint	25	25	37
Extract Logwood, bulk boxes	15	15	15
Incense, Mafra	25	25	16.50
Resin	25	25	30
Salic Acid	25	25	35
Caustic Iodide	2.25	2.25	3.10
Quinine	2.25	2.25	3.10
Camphor	2.25	2.25	3.10
Castile Soap	2.25	2.25	3.10
Chloroform	2.25	2.25	3.10
Drugs	2.25	2.25	3.10
PETROLEUM.			
Colored—Delivered in Toronto			
1/4 ton, per imperial	12	12	
1/2 ton	22	22	
8 to 10 barrels	22	22	
single barrel	22	22	

DUNDAS COTTON MILLS CO.
DUNDAS, ONT.

MANUFACTURERS OF
GREY DOMESTIC,
TICKING, DENIM,
CHECKED AND
STRIPED SHIRTING,
COTTON BAGS,
WAVES, YARNS, ETC.

The productions of these mills continue to have a deservedly high reputation in the trade. The proprietors are determined to maintain the quality of unexpressed excellence they have heretofore held.

WEEKLY REVIEW.

Toronto, Sept. 21st, 1881.

The past week has been a very busy one here owing to our Industrial exhibition, which closed on Friday last. As an exhibition, it was an unqualified success, financially. It was not so good as last year, the receipts being something over \$2,000 less. This result would not have occurred had it not been for the regatta, which undoubtedly materially affected the attendance at the exhibition injuriously in consequence of the postponement from day to day the races on account of the roughness of the water. Another year the exhibition Association will think twice before leading their supporters to a regatta as one of the chief attractions. There has been great activity in all trades during the past week. In dry goods the better class of goods are in active demand, which is a sure indication that generally prosperity has set in throughout the country.

Stocks.—The stock market has been fairly active during the past week, the majority of the stocks having been firm. In bank stocks Commerce is offered 3 lower than last week without changes in bids. Dominion is firmer, bids having advanced 2; Federal is 1 higher; for Hamilton 121 is bid, none offered; Imperial has advanced 2 and is held 2½ higher; Merchants is offered the same as last week; Montreal has declined 1; Ontario is offered at 3 lower, with bids declined 1½. Standard is up 1 in bid and Toronto 1. Loan and Savings companies have been generally firm. Building and Loan has, however, declined 2½ in bid and is offered 1 lower; Canada Permanent has declined 1; Provincial 1; Ontario Savings 1; Peoples 1 in bid; and on the other hand Huron and Erie is held 2½ higher; and Union Loan 3 higher with 2 higher bid; the remainder of the list unchanged. In insurance stocks etc., fire insurance stocks are decidedly weak, with a downward tendency. British America is offered 1 and Western Assurance 4 lower than last week; Confederation Life is up 2 in bid; Consumers Gas has declined 1 and Dominion Telegraph 1½ in bids.

Groceries.—Fish is beginning to meet with some inquiry, but very little has been done as yet. In fruit, new Valentines have arrived and are selling fairly at quotations. Transactions are, however, confined to small lots. Old stocks of all other kinds are low, and pending arrival of new stocks there is very little doing. Molasses is unchanged. Syrups are in good demand at quotations, and even a further advance in price is expected. Sugars have been in very active demand at slightly hardened prices, but closed without any material change in price. Tea is meeting with brisk inquiry, and lines bought some time since are difficult to duplicate. Tobaccos are held firmly at advance, and there is still a prospect of a higher range of prices.

Hardware.—In bar iron there is no special price to note, but prices remain firm, and in some lines there is an active demand. General hardware is moving very firmly, and although in some instances prices are very low there is a good turn over, and merchants appear satisfied.

Dates.—The market is quite active, but there are few changes in prices since last report. The general tendency is towards higher rates. One smuggler of quinine has been lodged in jail, and it is possible that his customers will be called on to deliver their purchases to the Government.

Paints, Oils, &c.—Linson oil is firmly held, and it is probable that prices will advance. Much, however, depends on the quantity of the crop of flax seed raised in the Western States. It is well known that an enormous acreage was sown, but the drought has much diminished the yield per acre. Spirits of turpentine continue scarce and dear.

Hides and Skins.—Hides are unchanged as yet, but the prospects are that prices will soon commence to recede, as stocks are commencing to accumulate. In calfskins there is but very little doing, as the season is now over. In sheepskins the supply is plentiful, but not in excess of present wants. Prices are well maintained. Tallow is scarce and wanted.

Wool.—The demand for combing fleece continues dull. Fine wools are higher.

Leather.—Since the opening of the month trade has not been so good as anticipated by dealers generally, and sales have invariably fallen short of September, 1880. Prices remain unchanged, but prime plump middle weight Spanish is very scarce, and high prices can be obtained for it. Tanning and currying material is in good demand, and oil is selling freely.

Incomes.—The market remains in the same active state as reported last week. Deliveries of wheat have fallen off somewhat, owing, no doubt, to the fact that farmers are attending to their fall work. Barley is arriving in large quantities, and so far the demand has been quite brisk although prices have ruled very high. The general opinion is that present values cannot be maintained when receipts increase as they do not will next week. Oats are quiet and slightly easier. Corn lots are offered 4¢ on the track. Flax are dull and quotations nominal.

Flowers are holding back, unwilling to give more than 17½¢ for good lots.

for a time over a spirit or gas flame. This varnish protects the metal perfectly and is quite durable.

Experiments are being made by Clinton M. Hall, of Troy, N.Y., an electrician which, if successful in practical application, will almost revolutionize the burning of carbon in electric lights. His plan is to utilize the waste Brazilian vegetable ivory used in making buttons. He has therefore procured 24 sacks of ivory chip-pings, has had them placed in a retort thermally sealed at the Troy gas works, subjected them to a cherry heat for three hours, then re-sacked and shipped to Ansonia, Connecticut, where they are being ground, mixed with a prepared paste, put under hydraulic pressure and made into carbon sticks. It is said that preliminary experiments have shown that better light can be obtained from this carbonized ivory than from retort carbon, and that it is free from noxious metallic and other mixtures.

Mr. Chas. Wey Williams, in his work on "Heat and Steam," published a few years ago, treats at considerable length on the subject of "the action of heat in water," and differs materially from some of the accepted ideas on the subject. He substance of his theory of explosion is, that when the water in a boiler is perfectly at rest, that is, when there is no circulation of water among the tubes or along the heating surfaces, the water is in immediate contact with these surfaces and for a short distance within the body of water, receives an undue charge of heat in a latent state; and if, during a state of rest, the fire is very hot, and the stillness of the water prevails for a sufficient length of time, the number of heat units thus absorbed by the water will be enough to furnish latent and sensible heat to an extent that will transform the entire body of water into steam, under whatever pressure may exist in the boiler at the time.

Very often it is found in changing a

gold and silver. Welch & Son, Toronto, \$1; gold jacket, ladies' and gentlemen's, gold jacket, ladies' and gentlemen's, Welch & Son, \$1.

Two gold suites, study suite and dining room, Welch & Son, \$1.

Wool garments, knit, Kent Blue, with silver medal.

Wool, assortment of, Kent Blue, with silver medal.

Wool, *Harrison dress, Brush & Co.*

Wooling machine, Hamilton Industrial Works Company, bronze medal.

W. H. Copping, 2nd, Toronto, \$1.

Wool, W. H. Sparrow, 3rd, Ind., Hamilton Industrial Works, S.

Wool wings, Hamilton Industrial Works, 2nd, G. H. Copping, \$1.

Wool, for family use, assort.

Wool, Wether & Hillcock, Toronto, \$1.

Woolen for brewer's use, Wether & Hillcock, \$1.

Woolen for grocery use, J. O. Hall, Ind., Toronto, \$6.

Woolen for milk delivery use, Wether & Hillcock, \$6.

Water filter, W. J. Piper & Son, Toronto, \$1, Ind., Geo. Chavlin, Boston, \$1.

Wafer, assortment of, N. J. Piper, \$1.

Willowware, 1st specimen, C. Boeckli, Ind., Toronto, \$5.

Window (corn), assortment of, F. W. Eaton, \$3, 2nd, C. Boeckli & Son, \$2.

Brushes (hair), assortment of, C. Boeckli & Son, \$3.

Brushes for miscellaneous purposes, assortment of, C. Boeckli, silver medal.

Brushes for painters' use, assortment of, W. Barton, Toronto, bronze medal.

Wash-tub and pails, factory made, 1st, Ind., Char. Boeckli & Son, \$6.

Hollow woodenware, turned, assortment of, Char. Boeckli & Son, \$1.

Children's carriages, assortment of, Wilby & Warner, Toronto, \$2.

Children's sleighs, assortment of, Otter Sweeper Co., Osserville, \$5, 2nd, Wilby & Warner, \$2.

Apple jars and covers, assortment of, Barbado Bros., Toronto, \$1.

Best display of housefurnishings, W. J. Sparrow, Toronto, highly commended.

Extra entries—R. S. Selby, Toronto, 1st prize; C. T. Whitmough, Toronto, housefurnishings, diploma.

Campbell, dry earth clover, commended.

A. Anderson, Toronto, bread cutter, 1st prize.

Noah L. Piper, colourless cooking utensil, 1st prize, Hoard & Smith, baby temper, 1st prize; G. Tushingham, talent swing, 1st prize, \$6; I. Donaldson, Montreal, butter and cheese trays, 1st prize; Alex. Lutterell, Kincardine, egg beater, 1st prize; Otto Sweeper Co., children's velocipede, 1st prize, Otter Sweeper Co., men's bicycle, 1st prize, 4, J. M. Laren, Jr., Montreal, child's wagon, 2nd prize, \$3; also for oil cabinets, 1st prize, \$6, J. M. Main & Co., 2nd prize for velocipede, \$2; Wether & Hillcock, 1st prize, \$10, for portable bakers' cooling room, also 1st prize, \$6, for grocer's and milk dealers' delivery refrigerator, J. G. Malcolm, combination bakers' refrigerator, \$1; J. W. Dowsey, improved bracket lamp, 1st prize, \$3; Automatic Sweeper Co., Detroit, 1st prize, \$3.

Class 65.—Curvings, Buggies, Wagons, Seats, and material for same.

Largest and best display of heavy work, Hutchinson & Brown, Toronto, silver medal, W. Dixon, Toronto, bronze medal.

Largest and best display of light work, A. Wright & Son, Richmond Hill, silver medal; Johnston & Brown, Toronto, bronze medal, W. Dixon, diploma.

Largest and best display of heavy and light work of all descriptions, W. Dixon, silver medal.

Two horse team wagon, iron axle, Hugh McCord, Milton, \$12; 2nd, James Rogers, Brampton, \$8.

Two horse team wagon, thimble team, R. & G. Pringle, Markham, \$12.

Two-horse spring market wagon, A. Wright & Son, \$10, 2nd, H. B. Thorne, Toronto, \$7.

One horse light market wagon, A. Wright & Son, \$9.

Express wagon, heavy, Hutchinson & Sons, \$9.

Express wagon, light, Hutchinson & Sons, \$8.

Carriage and buggy woodwork, assortment, Perry & Cook, Galt, \$8; 2nd, Wm. Brown, Toronto, \$3.

Sleigh and cutter stuff, assortment, Wm. Brown, \$8; 2nd, Perry & Cook, \$3.

Spokes, 12 sets, Perry & Cook, \$1, 2nd, Wm. Brown, \$1.

Felloes, bent, 12 sets, Perry & Cook, \$6, 2nd, Wm. Brown, \$1.

Hole, turned, 12 sets, Perry & Cook, \$1, 2nd, Wm. Brown, \$4.

Wheels, unpainted, one set, Perry & Cook, \$1, 2nd, Woodburn Sarven Wheel Co., Indianapolis, \$2.

Axle, wrought iron, 1 patterns, Wm. Brown.

Carriage hardware, assortment of, Wm. Brown, \$10.

Carriage, buggy and wagon springs, assortment of, Wm. Brown, 2nd, Watson & Co., Galt.

Extra—Assortment wagon, buggy and platform gear, Warwick & Co., bronze medal, two brewers' waggon, Johnson & Brown, Toronto, bronze medal, portable buggy top, Lindsay Buggy Top Company, Lindsay, 1st prize; collection platform waggon gear, McLean & Mitchell, St. Catharines, bronze medal and highly commended; tuber and leather tops, D. Contoy, Uxbridge, bronze medal; set of wheels, J. McDonald & Co., Montreal, diploma.

and highly commendable, tubular carriage top, D. Contoy, Uxbridge, diploma; rotary carriage points, rock, James Miller, Streetville diploma; model of patent furnace for wheat trees, F. Donald & Co., Montreal, diploma.

Class 67.—Hats, Caps, etc.

Blankets white, fancy or plain, 12 pairs, Cornwall Mfg. Co., bronze medal.

Blankets, white, medium, 6 pairs, John McIntosh & Son, West End, silver medal.

Blankets, union, 4 pairs, John McIntosh & Son, silver medal.

Blankets, grey and fancy, 12 pieces (wool), 6 pairs, John McIntosh & Son, bronze medal.

Blankets, grey and fancy, check union of mixed, 4 pairs, Cornwall Manufacturing Co., bronze medal.

Druggist's plain and fancy check union, 6 pieces, A. G. Van Egmont, Seaforth silver medal.

Druggist's plain and fancy check, wool, 6 pieces, A. G. Van Egmont, Brantford silver medal.

Flannels, fine wool, grey, 6 pieces, S. T. Willott, Chambly, P.Q., silver medal.

Flannels, fine wool, white and coloured, 6 pieces, Adam Lomas & Son, Shefford, P.Q., silver medal.

Flannels, Canada wool, grey, 6 pieces, J. W. Ferrand, Bridgeport, silver medal.

Flannels, white sheeting, 44 or 54, 2 pieces, A. Lomas & Son, bronze medal.

Best woolens, union, white and grey, 4 pieces, McIntosh & Son, silver medal.

Shawls, assortment, 6 pieces, William H. Wylie & Co., Carlton Place, silver medal.

Yarn, white and mixtures, made from Canadian wool, 6 spindles, assortment, John Peacock, Paris, silver medal.

Yarn, white, dyed and mixtures, assortment, John Warshaw, Galt, silver medal.

Yarn, combed, white, dyed and jute, 6 spindles, assortment, John Wardlaw, silver medal.

Yarn, flax, 6 spindles, 6 spindles, 6 spindles, John Wardlaw, silver medal.

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Yarn, flax,

MONTREAL PRICES CURRENT.

GROCERIES

Coffee, fine to finest	12	13
" best	11	12
" medium	10	11
" good	9	10
" fair	8	9
Imperial, medium to 1st	12	13
" best	11	12
Japan, choice	13	14
" choice	12	13
" fine	11	12
" good	10	11
" medium	9	10
" fair	8	9
" common	7	8
" dull	6	7
" rough, choice	13	14
" fine	12	13
" good	11	12
" fair	10	11
" common	9	10
Iwakura	12	13
Young Hyosho, 1st to extra	12	13
" second	11	12
" third	10	11
" fourth	9	10
Corse	12	13

COPPER

Copper, fine to finest	12	13
" best	11	12
" medium	10	11
" good	9	10
" fair	8	9
" common	7	8
" dull	6	7
" rough, choice	13	14
" fine	12	13
" good	11	12
" fair	10	11
" common	9	10
Iwakura	12	13
Young Hyosho, 1st to extra	12	13
" second	11	12
" third	10	11
" fourth	9	10
Corse	12	13

COPPER

STEELS

Perbadoes	12	13
Cuba	12	13
Cat Loaf	12	13
Granulated	12	13
" Diamond A	12	13
Grocers' A	12	13
Montreal Yellow	12	13
Porto Rico	12	13

ARLIP.

Amber	12	13
Jewel Dribs	12	13
Imperial	12	13
Lord Lyons (diamonds)	12	13
Yale Amber	12	13
Royal Imperial	12	13
Star Amber	12	13
Standard	12	13

MULADS.

Barbados (Imp. gallon)	12	13
Caribean	12	13
Cearifugal	12	13
Filtered, brls	12	13
Filtered, pun	12	13
Muscadado	12	13
Porto Rico	12	13
Sugar House, brls	12	13
Sugar House, pun	12	13
Trinidad	12	13

VAL.

Almonds, hard shell	12	13
" Jordan shelled	12	13
" sweet	12	13
Brazil nuts	12	13
Curants, new	12	13
Dates, golden	12	13
" black	12	13
" finest	12	13
Figs, Klemm's	12	13
" Malaga mesta	12	13
" boxes	12	13
Filberts	12	13
French Prunes, boxes	12	13
" kers	12	13
Raisins, black crown	12	13
" London sultans	12	13
" Loose Muscatels	12	13
" Layers	12	13
" seedless muscato	12	13
" red	12	13
" black basket	12	13
" blue	12	13
Sardines, quarters	12	13
" halves	12	13
Saltines	12	13
Valencias	12	13
Walnuts, Unreable, genuine	12	13
SPICES.	12	13

SPICES.

African Ginger	12	13
Allspice	12	13
Cassia	12	13
Cloves	12	13
Jamaica Ginger, bleached	12	13
" unbleached	12	13
Nace	12	13
Mustard Seed, yellow	12	13
" ground, 1lb jars	12	13
" 1lb	12	13
Nutmegs	12	13
Pepper	12	13
" white	12	13

SALT.

Rice.....	12	13
Nago.....	12	13
Tapioca.....	12	13
SALT.	12	13

CHARGE (10 to the ton)

Lurks, bags	12	13
" halves	12	13
" quarters	12	13
Factory Filled	12	13

IRON.

Canned Fish—	12	13
Lobster, 1lb cans	12	13
" Mackerel,	12	13
" Salmon,	12	13
Dry Cod (Kipper)	12	13
Green Cod in barrels—	12	13
No. 1	12	13
" No. 2	12	13
Large dry, draft, No. 1	12	13
" "	12	13
Herring, Labrador	12	13
" Canco, No. 1 split	12	13
Lake Superior White Fish,	12	13
" half barrels	12	13
" Salmon Trout	12	13
Columbia River Salmon, brls	12	13
" No. 1	12	13
" "	12	13
Seal Herring	12	13
Eight Blacktail, No. 1	12	13
" "	12	13
" "	12	13
LIOUQUORS.	12	13

BRANDY, HENNESSY'S, VERSAL.

Brandy, Hennessy's, v. cases	12	13
" Martell, per gal.	12	13
" Otar, Dupuy & Co., V. gal.	12	13
" Ponet, V. gal.	12	13
" Wine Growers' Co., V. gal.	12	13
" Jules Robain, V. gal.	12	13
" Jules Gaudin, V. gal.	12	13
" Renault, V. gal.	12	13
" J. Henne, H. Moulin, & C. V. gal.	12	13
" Arbois, Marret & C. V. gal.	12	13
" Delassus, Failes & C. V. gal.	12	13

ROM, JAMAICA, IN OIL, PER

gal.	12	13
" green "	12	13
" in wool...	12	13
" other brands,	12	13
" green, other brands, per	12	13
" oil, other brands, per	12	13
" case	12	13

CARPETS

12	13
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LUMBER TRADE.**SAFETY SAW MILLS IN EUROPE.**

According to the *Teutsche Zeitung*, published at the exact date of the first publication of the saw mill, it is not known. The earlier mills were driven by water wheels and wind mills, or by animal power, being then unknown. In 1725 and 1730, Mr. Bontius, of the Royal Water Works, referring to sawing machinery, says that "the saw mill, which it may be inferred to be such as did not exist in those times, must be introduced in Europe in the sixteenth century, but it is authoritatively given that such mills were to be working in Bavaria in 1577."

When the Infante Henry of Portugal, a settler to the Island of Madeira, in 1517, ordered saw mills to be erected here for the conversion into deals of the various kinds of excellent timber with which that island abounded. In 1527, deeds of Breslau, in Prussia, possessed a saw mill which produced a yearly rent of three marks. In 1530, the magistracy of Elsinor, a town in Prussian Saxe, issued a law to be erected in a nest in the neighbourhood of their town, Norway, which is covered with woods, had the first saw mill about the year 1530. The sawing of timber by machines was then looked upon as a waste, and because the exportation of sawn timber was thereby increased, a toll duty was imposed by Christian III of Denmark. In 1532 there was a saw mill at Jutlandia, in Prussia, which, as we are told, belonged to Jacob Geisen of Copenhagen. In 1535, the Bishop of Lübeck, ambassador from Mary, Queen of England, to the court of Rome, having seen a saw mill in the neighbourhood of Lyons, thought it worthy of his attention and gave instructions to the witter of his travels to make special and particular mention of it in his report to his royal mistress. In the sixteenth century there were in use mills with several saws whereby logs of timber could be sawed into deals and planks.

The first saw mill in Holland was erected in Saardam or Zaandam in 1540, and the credit of the invention is ascribed by the Dutch to Cornelius Corlaissen. The writer has seen a great many ancient saw mills working in this town, which is favourably situated both for water and wind power. There are on the banks of the river Zaan about 60 wind mills, used for several purposes, but chiefly for sawing. The first saw mill in Sweden was erected there to

in England saw mills had at first the same fate that printing had in Turkey, the ribbon loom in the dominions of the Dutch, and the crane at Strasburg (Switzerland); when attempts were made to introduce them they were violently opposed, because it was feared that sawyers would be deprived of their means of subsistence. For this reason it was necessary to abandon a saw mill which was put up by a Dutchman in London in 1663; and in the year 1700, when a person named Houghton endeavoured to introduce a saw mill, it was feared that it would be impracticable to do so, for fear of exciting the rage of the sawyers. What was desired actually occurred in 1767, when, by the desire and with the assistance of two cords of the Society of Arts, a capitalist erected a saw mill driven by a wind mill at Limehouse, under the direction of James Stanfield, who had learned in Germany and Holland the art of constructing and working these machines, the mob assembled and pulled down the mill. The loss, however, was made good by the nation, and some of the rioters were punished. Another mill was subsequently erected which was allowed to work without molestation, and which soon gave rise to the construction of others, as soon as it was seen how advantageous in many ways machine sawing was over hand sawing. It may be mentioned that at this time the saw mill found its way into Scotland, for we hear it was working at Leith.

EXHIBITIONS AND FAIRS.

Prescott, 21st.—The 20th annual exhibition of the South Grenville Agricultural Society opened yesterday with about 1,500 entries. The foot and grain show has never been surpassed here. The show of sheep, cattle and swine is large, and some of the animals are very nice. The show of horses is not so large as usual, but some fine animals are exhibited. The fruit show is excellent. In fancy goods, the display is smaller than in former years. On the second day the attendance was very large, the chief attraction being the horse race, for which the Morrisburg, Ogdensburg and Prescott companies were entered. The track was in poor condition, therefore the time was slow. Morrisburg won in 1 minute 11 seconds. Ogdensburg won in 1 minute 12 seconds; Prescott 1 minute 12 seconds. Prescott made a very bad coupling, but made the best running time on the ground. Eventually jostles were ruled against Prescott and Ogdensburg for infringing the running rules, and both companies were ruled out, the first money being awarded to the Morrisburg company. The fair will be brought to a close tomorrow, a bicycle race being the chief attraction.

Kingsburg, 21st.—The exhibits at the Central Fair are now in fair order. There is a notable deficiency in some departments, in others there is a vast improve-

ment both as regards the number of entries and the nature of the exhibits. The show who had been declared free by Judge of Justice will be very fine. The sheep, etc., of the Superior Court of this city have exceeded expectations, while Lemire was passing through the city the cattle are numerous and of very fine with his slaves, intending to ship them to grade, especially in regard to the Slave, Texas, where they were discovered and freed and Ayerbury, the poultry display, breed by order of Judge Paine, who deserves credit. Many of the negroes declared that they could not be held under the fugitive slave law. The Attorney General of Ontario appealed from the decision of the Court of Appeal of Ontario about the most recent on the the State, the Government appointed ground. The most interesting is in the Years E. D. Gouverneur and James Blunt as agricultural implements. There is a large number of men engaged in the manufacture of suits and vegetable dress, and Mr. Arthur was appointed to the dog show embraces every variety, their stead. His associate was excommunicated from the society. The story of State William M. Davis. The name of Stacey & McElroy, stationers, is prominent with the voting of General Grant. Judge Paine's decision, Mr. Garrison, shared in the U.S. An old man, in his way but not other, is on the ground, and attracts considerable attention. There was a fair attendance today. The judges were engaged all day in awarding the prizes.

TWO TARIFF DEMONSTRATION.

The friends of tariff protection in the United States have determined to hold a rally in favor of a revision of the tariff in the interest of American industry. The Free Traders have long been fault with the manufacturers in containing, and have frequently sought to have it revised in the direction of lower duties, but their attempts have been frustrated in nearly every instance. The lapse of time, however, has shown Protectionists that there are in the present tariff egregious inconveniences and inequalities of a totally different character from those which distress our opponents. These defects must be cured in order to permit all branches of American industry to develop harmoniously. Low duties must be raised, at all protecting the duties must be maintained. There must be no taxation in the interest of Free Trade.

Two national conventions will be held in November which will strongly endorse tariff revision by a civilian commission. One convention will be held in Chicago early in November under the auspices of the Industrial League of America—an organization of North-Western manufacturers. The other convention will be held in New York on a later day in November, not under the auspices of any industrial organization, but as a demonstration by representatives of agriculture, manufacturers and commerce. These two conventions, though entirely independent of each other, will act in harmony on the great question of tariff revision in the interest of protection to American industry, and it is confidently anticipated that they will be so largely attended by representative men of such prominence in the nation and in the business world that the expression of their views will have great weight with Congress.

Agriculturists, manufacturers, workingmen and others who sympathize with the purposes to be advocated by these conventions are invited to communicate with Mr. David H. Mason, corresponding secretary of The Industrial League of America, 102 Washington Street, Chicago, in regard to the Chicago convention, and with Mr. Marcus Hanlon, care of *The American Manufacturer*, 307 Broadway, New York, in regard to the New York convention. No one interested need wait to receive a formal invitation to attend the conventions, but should at once write to these gentlemen or either of them offering his co-operation. Manufacturing establishments and industrial organizations should by all means send a delegate to attend one or both of these important demonstrations—*J. S. Edwards*.

PRESIDENT ARTHUR.

The following is a sketch of the career of Mr. Arthur, who succeeds to the Presidency of the United States on the result of the death of President Garfield.

Chester A. Arthur is the seventh vice-President elected from the State of New York. His predecessors were Aaron Burr, George Clinton, Daniel D. Tompkins, Martin Van Buren, Millard Fillmore and William A. Wheeler. Mr. Arthur was born to Franklin County, Vt., October 8th, 1830. His father, the Rev. Dr. William Arthur, Baptist clergyman, emigrated to this country from the County Armagh, Ireland, in his eighteenth year, and died October 25th, 1873, in Newtonville, near Albany. Dr. Arthur, from 1857 to 1863, was pastor of the Calvary Baptist Church of this city. He also filled the pulpits of Baptist Churches at Lexington, Ithaca, Fairfield and Winston in Vermont and New York, Perry, Greenwich, Schenectady, Lansingburg, Hoosick, West Troy and in this State. His family consisted of two sons, of whom Chester was the elder, and five daughters. Vice-President Arthur was educated at Union College, Schenectady, graduating in 1848. After leaving college he studied law, and was admitted to the bar in 1850. He came to this city after having taught school for two years in Vermont, and entered the law office of Ernest D. Culver. When the latter was made Judge of the Civil Court of Brooklyn, Mr. Arthur formed a partnership with his friend and roommate Henry D. Gardner. Upon the death of the latter in 1873, the business was conducted by Mr. Arthur alone until 1877, when the firm of Arthur, Phelps, Mortals & Ransom was formed. After his admission to the bar Mr. Arthur married Miss Lewis Herndon, a daughter of Gen. Herndon, of the United States Navy. Gen. Herndon was drowned in 1857 while commanding, by permission, the steamer "Cerro Gordo," of the Law-Roberts line of California steamers between New York and San Francisco. He sank with his vessel. Mr. Arthur died in this city on January 15th, 1886, of pneumonia. Mr. Arthur gained prominence by appearing in the famous suit Jonathan Laramore, of Vir-

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RAILWAY MATTERS.

LAKE ST. JOHN RAILWAY

Renders are being received by this company until Saturday the 10th inst., the construction of the second section of road only from St. Raymond to the foot of the Islet of Lake St. John. At the same time the patriotic work of this great enterprise upon which so much is at stake is thus far in progress which is of great importance to our good old Canada, information which has been acquired in the surveys made within the railway to the vast region to be traversed by the railway, leave no room to doubt that its completion will be of considerable value to the Province, as well as to the country. In opening up to all mail and trade a country which is now entirely inaccessible. The reports of the Crown Lands Department show that the territory to be opened up by the railway comprises, in the hummock district between St. Bay pond and Lake St. John, 200,000 acres of land fit for settlement, and 2,000,000 acres suitable for lumbering purposes; whilst in the hills surrounding Lake St. John there are 2,000,000 acres of excellent farming lands and 1,300,000 acres of timber flats. In other words, besides opening up a large field to the lumbering industry, the railway will make available for colonization no less than 2,000,000 acres of arable lands of excellent quality. The vastness of this domain will be appreciated when it is remembered that Nova Scotia and New Brunswick, lying for the most part within the same latitude and containing a population of 100,000, have an area of 2,800,000 acres of cleared lands. If this territory can be populated in the same ratio—and, with the completion of the Lake St. John Railway, it can seem to be no reason why it should not be—the Province of Quebec might yet attain in the Confederation that numerical preponderance which Sir Hector Langevin seemed to predict in his recent speech in Ontario. It is gratifying to observe that the wild lands of the province appear to be assuming a value in the eyes of capitalists who did not before possess, and that they can now be found to open them up by means of railways. The Lake St. John road is not the only case in point, for we find that the International Railway, recently constructed, has opened up large areas of wild lands in the vicinity of Lake Magog, which are being rapidly colonized under the auspices of the Dominion of Canada Land Company, having its headquarters in this city. Within the last few days, it is also stated that the projected Gatineau Valley Railway has been taken up by English capitalists, and will be pushed on. It is only by such means as these that the Province of Quebec can expect to keep pace with her sister provinces of the Dominion; and for this reason the promoters of such enterprises should receive the cordial sympathy and support of their fellow citizens and of the authorities. The contract about to be given on the Lake St. John Railway, which will complete nearly half the distance to Lake St. John, is said to be based on the understanding that a new arrangement with the Government and city of Quebec, the outlines of which were some time ago, will be carried out. The public will look to the Government and corporation to see that these details are arranged in time so that there may be no delay in carrying on the work.—*Quebec Chronicle*.

HOW LOST CARS ARE TRACED.

The following is from an interesting article in the Philadelphia *Press*: Travellers up and down any line of railway see daily hundreds of fugitive cars extending in broken lines along the side tracks and reaching many miles out of the city. They belong to a hundred different railway companies, each bearing the initials of the proprietary road, and in the general office of the company, whether it be in New York, Pittsburgh, or San Francisco, there are records that show to what place that car is standing and why it is there. For instance, if the car is detained an unwarranted length of time at Germantown Junction, the Pennsylvania railroad receives a "searcher," either by telegraph or train service, asking why the car is not sent home. In this way a great railroad stretching half way across the continent and with its rolling stock scattered over every State in the Union keeps an account of its stock, numbering in the case of the Pennsylvania railroad more than 30,000 freight cars of all kinds. Occasionally one of the number is lost altogether, and then the complicated railway detective service is set to work. The last clue to its whereabouts is traced out, and in time the lost car is found somewhere between Texas and Montreal. As soon as the car is unloaded it should be sent back to the road from which it came, but in New England they turn it over to the common property of the road, and it is run back and forth, carrying local freight. It is not an uncommon thing when a car is loaded and sent to an eastern point that is not again heard from for three or four months. In the meantime there are more than a hundred clerks employed on the car accounts, and week after week searchers are sent out for the missing car. A fair idea of the magnitude of these accounts may be had from the fact that the entire movement over the Pennsylvania railroad exceeds 40,000 per day. Lost freight cars, which were formerly hunted by travel-

ing agents are now traced by "searchers," crucial documents, which contain the number and description of the lost car, and the date at which it was lost on the Pennsylvania's road. These documents are forwarded in the wake of the car, receiving many official signatures on the way, and finally reach the place where the car first arose.

MEXICAN RAILWAYS

Railway enterprises are increasing in the Mexican states. Including all which have received charters from the government, with and without subsidies, the number of enterprises on foot and actually in process of building will number about fifty. Chief among these is the Mexican Central, with its nearly two thousand miles of main line and branches, and the National Railway, quite as great in length, and reaching out substantially to the same points—both enterprises uniting their roads with the American station on the Rio Grande, and both having their starting point at the City of Mexico, with branches connecting the Gulf with the Pacific Ocean. A rival of these roads appears in the new grant to Mr. Huntington and the Southern Pacific people. This route will also be from the Rio Grande to the Capital, with branches from the Gulf to the Pacific, and running to some of the same points as the other roads. The Southern Pacific Railway people have an abundance of capital, and if they can make railways pay in the sort of Arizona there is no reason why they should not pay in Mexico.

The Mexican Southern Railway (Gen. Grant's) is in no sense a rival of either of the roads mentioned. It commences at the Capital and goes to the Gulf, and then in a south-western direction to the Pacific Ocean. It interposes with nobody in particular except to compete for the growing business of the present English road between Vera Cruz and the Capital, which will be a good thing for everybody except the English stockholders. Gen. Grant's contemplated route from the Gulf to the Pacific, probably terminating at a point near Toluantepec, will pass through the old and populous State of Oaxaca, with its ancient mines and many well-to-do towns, and the Capital of the same name as the State. This country is full of valuable timber with miles and miles undisturbed by the woodman's axe. Its forests are still infested with wild animals of the ferocious sort, and anacondas are occasionally seen by the traveller. At the same time Oaxaca is one of the oldest and best cultivated States of the Republic. When completed the Mexican Southern Railway will be quite as valuable as any road in that country, with the advantage of having little competition for the greater part of the way.

The Southern Pacific Railway people have also underway branches to connect with Guaymas and other points on the Gulf of California. Their main object appears to be to make some valuable coal fields in Sonora available. It is almost impossible to keep a run of all the different railway enterprises in Mexico. New schemes are coming to light every week. Some of the roads are to be of narrow gauge, but will be great roads for all that.—*Railway Age*.

RAILROAD CHILD'S PLAY.

The management of some of the Eastern railroad lines are amusing themselves and the public in one of those exhibitions of child's play which almost causes a serious inquiry from the more sober business portion of the community as to whether they are in a second childhood or slightly out of their senility.

Certainly, the present exhibition teaches the public a great deal, gives occasion and cause for a great amount of apparently just criticism, and at least gives colour to the claim which has been made that there are rights of the people which railroads should respect, and that the people have the right to and should regulate the management of these roads.

The lessons taught by the present effect of low fare eastward is that there would be double travel if the rates were permanently lower, and that the profits of the road would be greater. From this it follows that the railroad charges have been extortionate and the roads run at the fancy of the directors rather than as in any manner a benefit to the public who supports them.

Another question is, "If the roads have so much more travel when rates are low between only two points, what would the business be if the rates were proportionately low all along the line of the roads?"

But above and beyond all this is the extreme aggravated feeling which the present system serves to occasion. For instance, to please the fancy of the managers the fare from Chicago to Boston is placed at \$3, but the passenger must possess not only the \$3 but ten dollars more, and loan it to the company till he can get to Boston and then wait his turn to get back his money. For what this petty scalping practice is taken up it is not possible for the public to comprehend. Certainly, the poor man or the woman who does not understand these "ways that are wise and tricks that are vain," and does not want to be bothered with a "rebate" is just as much in need of travelling as any other.

Another more provoking wise regulation of these companies is that only through travel can have the benefit of this very fine "rebate" system. The passenger is to pay one cent for \$3, but

he must go clear through. If he wishes to stop at Concord, or Manchester, or Montpelier or Montreal it is \$3.

The railroad managers may not see that in all this the "middlemen" will profit. In Congress will find additional foundation upon which to build their plea that the government should regulate railroad traffic. The managers will, however, learn by and by that all these exhibitions of petty child's play will only serve to give Congress an excuse for the regulation of the traffic between States and different parts of the country. It cannot long before depend upon the public that it shall at any time cost the passenger more for one hundred miles than for one thousand, nor that he shall be put to the inconvenience of loaning the Company ten dollars and run the risk of his loss, or be forced to lose it through some quibble of the very independent railroad company.

An interesting supplement to this out scalping the passengers' business is the selling of round trip tickets from Chicago to Boston, good for thirty days, but the passenger must loan the company ten dollars additional, the possession of which he can only get upon his return to Chicago and the return of the stub of the ticket to the office and resigning his or her name to show that the ticket has not been transferred. What Congress will say to this banking system of a poor railroad company with non-negotiable paper, it will be in order to inquire at a very early day. We would like to see the question tested as to whether an endorsement on the back of the stamp would not rest the ticket and relate in the purchaser—*Chicago Journal of Commerce*.

A ticket scalper named W. J. Smith has been arrested in Denver for selling forged and altered tickets. Smith obtained two tickets which had expired and by means of acid extracted the limitation clause and also changed the date. Ticket scalpers are not unused to this sort of thing.

A calf was scooped up by the fast mail of the W. & A. railroad the other evening and brought into town on the pilot of the engine. It required six men to extricate the animal from its position so tightly was it wedged in the machinery. When released it walked off as if nothing unusual had occurred.—*Alton, Ill., Citizen*.

The traffic returns of the Great Western Railway of Canada for the week ending Sept. 9th, 1881, are as follows:

Passenger	1,429
Freight and live stock	4,611
Mails and sundries	441
Total	8,081
Corresponding week last year	3,622
Decrease	4,459

A frightful railway accident has occurred in France. A regular passenger train left the track at Charenton and the Lyons express dashed into it, crushing the rear carriage, killing fifteen people and injuring many others. Apparently there must have been some total neglect on the part of the train men in regard to protecting the rear.

William McGregor, of Gilton, Ont., an engineer on the Great Western of Canada, being fined a day's pay for carelessness, went the other night to Hamilton, Ont., to explain matters to the superintendent, and while walking leisurely along the track about midnight was struck by a train and instantly killed. His body being terribly mangled, the poor fellow leaves a widow and three children.

Speaking of rapid baggage handling we note a statement in the Chattanooga, Tenn., Times, that Mr. Ed. Reid, baggage-man at the depot, handled 450 pieces of baggage within three and one-half hours and that every piece was "accounted for with the nicest exactness." Query: was the number of "pieces" any greater at the close of the operation than before the baggage handling began? That is what we would like to know.

One of the telegraphic wires of the St. Paul & Sioux City road ceased working the other day, and after long searching next day and cutting the wire in several places in order to test it, superintendent Hopper finally discovered a fine hair wire attached to the line, forming a ground connection that cut off messages. The perpetrator of this outrageous trick is not discovered. He is liable to severe punishment for his offence, which is a crime under the state law.

The Chicago Burlington & Quincy Company has added an ingenious and valuable feature to its new parlour cars, consisting of a baggage and cloak room in charge of the porter, who will give passengers checks for articles which they may desire to leave with him. Hand baggage is always a nuisance in cars and, moreover, is subject to theft, and passengers will find much more comfort in leaving the cars as well as while travelling if their "traps" are placed in charge of a responsible person.

The Yorktown centennial celebration, which will commence October 13, and continue until October 21, will be a very interesting occasion. Colonel Pope, general passenger agent of the Association Railways of Virginia and the Carolinas, and chairman of the committee on transportation, has published an elaborate programme of the celebration, with routes, rates, methods of transportation, etc. The passenger rates are made on the basis of 2 cents per mile, tickets to be good for nine days. A grand review of all the vessels in the United States

may take place at the attractive fort.

A desperate attempt to rob an express train on the Central Pacific was made yesterday near Colfax, Cal., by some five or six villains who happily proved cowards as most villains do when boldly met, but was frustrated by the prompt and gallant action of the express messenger. The removal of two rods threw a portion of the train off the track, whereupon the robbers made a dash for the express car and called upon the messenger in charge to surrender. That official was made of sterner stuff, and having put out the lights and secured the car doors and arms himself, he held the gang defiance, on which the cowards beat a precipitate retreat, and getting into a wagon drove rapidly away, losing their lanterns, masks, cartridges, axes, picks, etc. behind.

MINING NEWS.

THE GLOUCESTER SILVER MINING COMPANY

Several prominent members of this company were in the city yesterday, and had with them specimens of the lead and silver ore found on the property in which they are interested. They were surface specimens and even a superficial observer could see that they were quite rich.

The view of mining geologists is that ore, as a rule, increases in richness as they descend, and experience confirms this idea. It such should prove to be the case in this instance, the mine would be valuable—how valuable could only be tested by development.

We lately quoted the names of the directors from the *Gazette*, and particularly to this army from other sources. The officers are as follows: H. R. Call, President; John Kuller, Vice-President; W. A. H. Knob, Treasurer; John Selverright, Secretary; Samuel Adams, (Leadville), General Manager; Hon. M. Adams, Richard A. Lawton, Solicitors.

The estimated value of the intro represented by capital is put down at \$250,000, which is owned by ten persons, representing \$25,000 each. The company, as provided by the by-laws, will now sell only 8,000 shares, valued at \$3 each, but to be offered at \$3, to raise working capital. No paid up certificates of stock will be issued, nor can individuals sell their stock except by a two-thirds vote of the directors. The object of this provision is to check speculation in advance of the development of the mine, and also to check depreciation by forcing stock on the market.

The appearance of the ore, and the assays, so far as made, are favourable, and it is to be hoped that the property will turn out as expected. The development of the property will be watched with interest. It is located on the Nigardou River, within 16 miles of Bathurst, and at its nearest point it is within six miles of the Intercolonial Railway—St. John, N.B. *Telegraph*.

AUSTRALIAN GOLD PRODUCTION.

In an article upon "Colonial Mining," the London *Mining World* states that according to a report upon the mineral statistics of Victoria for the year 1880 the quantity of gold raised during the year amounted to 220,121 ounces & dwt., being 20,173 ounces 19 dwt. larger than for 1879, and larger also than the production of any previous year since 1876, the increase being not only from quartz mines but from placer sources. The chief increase was in the Bendigo, Castlemaine and Ballarat districts. The quantity of quartz raised from the mines during the past year is estimated at 96,483 tons 9 cwt., as compared with the estimate of 81,324 tons 10 cwt. for 1879. Of quartz, tin, silver, etc., there were crushed 29,140 tons, yielding 3,227 ozs. of gold; and 8,038 tons of pyrite, blanketing, etc., were treated, yielding 13,421 ozs. of gold. The quantity of vein quartz crushed and the average yield of gold per ton in the several districts of the Colony were as follows: Ballarat, quartz crushed, 448,841 t in yield per ton 7 dwt., 14.48 grs., its worth, 46,020 tons 12 dwt. 21.56 grs.; Sandhurst, 239,894 tons, 10 dwt. 17.64 grs.; Maryborough, 43,887 tons, 12 dwt. 11.18 grs.; Castlemaine, 80,720 tons, 8 dwt. 20.64 grs.; Ararat, 83,853 tons, 19 dwt. 15.35 grs.; Gippsland, 23,787 tons, 1 t. 13 dwt. 11.09 grs. It will be seen that only in one case is the return above an ounce per ton. Apart from the large quantities of quartz crushed, the above return shows an increase in the average yield of gold per ton in every mining district except Ararat. The numbers of miners employed in alluvial and quartz mining on Dec. 31, 1880, were as follows: Ballarat, alluvial 4,225, quartz 4,011; Beechworth, 1,502; and 4,571; Maryborough, 5,671 and 2,151; Castlemaine, 3,369 and 1,303; Ararat, 2,049 and 801; Gippsland, 1,891 and 470. Total alluvial miners 22,916, quartz 15,652, grand total, 38,568, being an increase of 1,000 over Chinese labour gradually disappearing, the number of Chinese now being 8,146. The average value of gold raised per man was £220 11s. 7 1/2 d. In quartz miners, and £42 14s. 2d. in alluvial miners. The former employed 2,333 engines, of 6,041 horse power, and the latter 747, of 16,428 horse power. The value of the machinery is said to be nearly two millions sterling. Mining operations are conducted over 1,235 square miles, and the number of miners underground is 3,623. The value of the leads held and r

the by-laws and under lease from the Crown in the mining district of 10,000 acres for the past year was £2,376,000, about £1,000 above that of 1880. The revenue derived directly from the gold fields and mining districts was £1,689. The number of mining companies registered during the year was 300, the number of shares 9,463, and the nominal capital £1,217,113, or nearly three times the several ten of the year since 1874. No silver ore was raised during the year, but 22,260 tons were produced, and 2,234 tons exported. Of the one ton was raised, twenty-five of which were smelted, yielding 60 to 65 per cent of tin, and 300 tons were exported. Oregon in 1880 tons were raised and 318 tons smelted, yielding 294 tons of results. There were raised 13 tons 17 cwt. of antimony and 272 tons 18 cwt. were smelted, from which 174 tons of regulus were obtained 85 tons of ore and 123 tons of lead were exported.

LAKE SUPERIOR MINING.

North Shore Miner, Aug. 13.

Late samples from the gold regions Shebandowan substantiate the claim its richness.

Miners are very scarce just now, a number of them are required at the forest mines opening up.

The stock of the McKellar Island Silver Mining Co. which was at 400,000 at working capital has been sold.

John Seiter, of Eagle River, Mich., at the Pacific. He is interested in valuable lands in the Shebandowan gold district.

The new sandstone is greatly admired by all who see it. Judge Lovell has offered to give the stone free to the one who will use it for building a residence.

Major J. H. Call, of Newcastle, NB, has purchased the entire interest of J. J. Herding in Thunder Bay lands. The Major, in company with Wm. Hunt Jr., of Chatham, N.B., is in Prince Arthur's Landing examining the various properties, and well pleased with the prospects. It is quite probable that before long they will make some arrangement for the prosecution of work on the McIntyre lands, upon which are found veins of silver, which, however, have never been tested. Some of the locations adjoin those of the Ontario Co., and in places on the latter the veins have been found to carry native silver in considerable quantities. We are glad to see such live and energetic business as taking an active part in the development of our mineral resources.

E. C. Robbins of Buffalo, looking things connected with a certain portion of one mining interest. Mr. Robbins will be remembered by some as the purchaser of the 3 A mine at the Chancery salt. He is here to look after the tax matters and will also visit the property. There are one or two of the original owners who are yet to be negotiated with regard to the prosecution of further work. Should these negotiations prove successful, we may yet see the 3 A turn out to be a 3 A mine.

It is reported that a company is about to be organised in Detroit for working a valuable galena property north of the township of McTavish. We have been shown specimens from the same, which had the appearance of being very fine in silver and lead.

At the Island Silver Mine the machinery is now in good running order, both the engines having been fitted up. The water has been pumped out from the bottom of the shaft, and everything is ready for commencing and carrying forward the work in an active and thorough manner. The drifting on the drift level is progressing well, with the small force of men who are able to work to advantage. Cross cutting will be commenced in a few days.

Mr. G. W. Sargent, Superintendent of the Duncan Mine, has gone to Clinton on business connected with the future arrangements. Nothing definite will be determined until the annual meeting in December next, and until that time the work will be carried on the same as at present. Under these circumstances it is rather strange that the gentleman who was sent here to examine the mine should inform the directors of the McKellar Island Mine that the machinery at

interplay after the shot of the driller. There is very good silver taken in parts of the level, but it is only enough to sustain the small feeders to government. All the steel which was used for working capital has been shipped to good advantage, but we do not know what figure was realized from its sale. Mr. D. McKellar, who was in charge of the work, was in town yesterday.

The Silver Islet log was in port yesterday having just returned from Pigeon River. The work in the bottom of the shaft has reached a depth of about 100 feet below the water level. It is reported a short time ago as not safe to hold it being more or less a pocket. It is expected however, that no silver will be found when stopping in some neighbourhood. The officers of the company are naturally very anxious as to the present or future prospects. We think, however, that the New York mills should keep the stockholders better informed in regard to this matter than they have done heretofore. It would, at nothing more, have some effect in allaying the ridicule which one or two of the South Shore papers are disposed to indulge in.

THE METAL TRADE.

THE BRITISH MARKETS

C. of American Manufacturers.—The adverse weather with which this country is being visited is seriously prejudicing business in all departments of industry. Only a small portion of the dress has been gathered, yet rain has been falling daily for nearly a fortnight and the same pound of coal has gone up from £1 to £1d. There is also the unpleasant fact that the price of money advanced to four per cent with the prospect of a continuance. In the United States demand for gold and a consequent interest advance. When from 7 to 10 per cent has to be paid for the consideration of casting bills of exchange rising in value becomes the rule of the day. And it is this feature which marks the business of the week which is now passing. All the iron exchanges have been inactive. No order that could be all withheld has been given out. The merchants possessing export orders have hesitated to operate. That a fair number of such orders are in merchant hands is beyond dispute. They are most likely for colonial use, the Cape and India figuring prominently.

The Scotch pig iron trade has shown no improvement during the week. Only a little new business of any importance has been done on the Glasgow warrant market, and the three closing days of the week have been practically blank, save operations in the market have been very gradually suspended on account of a visit of the Queen to Edinburgh. The demand for shipping iron is small. Some brands have declined £d per ton upon no week, and a further fall is anticipated. The price of warrants is practically the same as at the rate of last report, namely, 46s 3d cash, and 46s 4d one month. On some hands the belief is entertained that warrants will yet fall to 45s, but this is of course problematical. Nine furnaces have been damped down this week by Messrs. Laird & Co.—eight at the Hartshill Works and the other at the Portland Works, Ayrshire. But unfortunately this step has not been taken with a view to reduce make, but merely to introduce some alterations into the plant that are expected to result in a marked degree of economy of production. At date therefore the number of furnaces blowing stands at 111.

The manufactured iron trade is steady and in a few cases there are some good inquiries for superior boiler plates and other kinds of finished iron. In some instances, however, the prices are tending in favour of buyers. The steel works are exceedingly busy, and the demand continues extensive. One of the largest firms in the Sheffield district refuse to book any further orders for billets at existing terms this year, and will commit itself to any forward delivery, what ever. The improvement in business is noticeable throughout the whole of the Bessemer trade, and is explained principally by the increased local demand. The call for shipments is not great. At the corresponding period last year Bessemer steel advanced heavily in the market, but towards Christmas prices fell. This year, however, the requirements are so great that makers believe that a similar outturn cannot occur, and that the increased ratio will be upheld for perhaps six months approaching. The crucible steel trade is fairly active, largely on foreign account, American having concomitantly. But the business is mainly in the hands of old-established houses. The Sheffield iron industry continues firm, and ironmasters and merchants alike show considerable reluctance to book forward orders at present rates. There is a good demand for boiler and ship plates, and for other forms of iron for shipbuilding purposes.

Steel shear makers report a prosperous state of things. Very lately have the North American, Australian, and other distant markets yielded such large orders. Heavy consignments are continuously being forwarded. The leading cutlery houses are well employed on orders for the best quality of goods. America is a large customer for the most makes of table cutlery. A change for the worse has come over the scissor

trade. Complaints continue of the keen competition of German firms who produce tools at prices with which English manufacturers cannot contend. Traders who are down to the English state that they have not been inconvenienced by any efforts to boycott English goods. In cutlery Asia can make no better than English, and the Englishman will depend on what he can get for it.

The Birmingham iron market shows evidences this week of a falling off in the demand on home account, but a maintenance of the foreign demand. The latter of late has been increasing, and reported a short time ago as not safe to hold it being more or less a pocket. It is expected however, that no silver will be found when stopping in some neighbourhood. The officers of the company are naturally very anxious as to the present or future prospects. We think, however, that the New York mills should keep the stockholders better informed in regard to this matter than they have done heretofore. It would, at nothing more, have some effect in allaying the ridicule which one or two of the South Shore papers are disposed to indulge in.

In the export department there is a fairly steady flow of orders, more particularly for heavy goods and from America and the colonies. Orders from the former are improving in anticipation of the corn shipments to Europe at enhanced rates, and Canadian purchases are on a fairly large scale. With the South American market, and especially the River Plate, business is well maintained. The West Indies are taking considerable quantities of edge tools, electro-plate, galvanized iron and stamped holloware. The Levant trade has been fairly good for some time past or less being especially satisfactory on account of Egypt and the southern provinces of Russia.

The Monmouthshire works alone saw away last week 5,000 tons of iron and steel, and road orders continue to come in for iron and steel rails from the United States, from France, and from Belgium in particular. There is every appearance of the steel rail manufacture becoming a leading business at the Welsh ironworks. Steel rails are quoted at £1 to £1 2s at Swansea.

Old iron rails are making a bit of a stir again, mainly on foreign account, and the stir is due, it is believed, to the probable reduction in the French import tariff on old rails, which is encouraging importers there. The holder of old rails has reduced his per ton

THE LONDON MARKET

The following were the closing prices in the London market August 20th, 1881.—

	Iron	C. d.	C. d.
Bar, Welsh (in London)	5 1	5 1	0 0
Bar, Swedish (in London)	5 0	5 0	0 0
Bar, Barfordshire (London)	5 1	5 1	0 0
Bar, Jon.	6 1	6 1	0 0
Bar, (M.R.) F.C. (Clyde)	6 1	6 1	0 0
Rails, Welsh (at works)	5 3	5 3	0 0
Halls, North of England (at works)	5 3	5 3	0 0
Pig Iron	5 1	5 1	0 0
Bessemer rails (at works)	6 1	6 1	0 0
English spring	11 0	11 0	0 0
Swedish (in kegs)	11 0	11 0	0 0
Cheating and sheets	2 2	2 2	0 0
Flat bottoms	2 2	2 2	0 0
Flange	2 2	2 2	0 0
Hot rolled	2 2	2 2	0 0
Bar or P.C.	13 0	13 0	0 0
Irons (per ton)			
English pig, W.B.	13 10	13 10	0 0
English sheet	17 10	17 10	0 0
English red	17 12	17 12	0 0
English white	17 12	17 12	0 0
Spanish pig	11 10	11 10	0 0
Spanish iron	11 10	11 10	0 0
English bars (in barrels)	17 10	17 10	0 0
Flanges	17 10	17 10	0 0
Straps	10 0	10 0	0 0
Tin plates (per box)			
Charles, I.C. (Equality)	1 0	1 0	1 0
F.C. (Coke)	1 0	1 0	0 0
Spikes (per ton)			
English (Swansea)	10 10	10 10	0 0

PHILADELPHIA MARKET

Importation of Iron Begun—Probable Consequences.

(From our own Correspondent.)

Philadelphia, 20th Sept.—At last it seems as though an importation of iron was to take place. In fact, a half dozen orders have already gone abroad. During the past three weeks there has been a gradual accumulation of orders on the market which manufacturers were not able to accept for delivery in the time required—generally before Christmas. This clogged condition of the mills led to the sending of inquiries abroad. It is unknown how large the orders are, and it is understood the advantage in point of cost is very little. The only point gained is time, and that to the buyers in everything just now. The railroad builders must have iron, and the mills cannot guarantee it before January. The requirements for plate iron are so great that capacity has been pledged for 1882, and still there is a demand for more which cannot be met, hence the foreign orders. Much apprehension has existed all along as to the possible effects of renewed importations. It is very doubtful, indeed, whether the results will be half as bad as is expected. If the American demand is large, prices abroad will naturally advance and bring pig up with it, and thus reduce the margin for export. Foreign mills are overholt as well as ours, and prices are tending upward. Therefore

steep shear makers report a prosperous state of things. Very lately have the North American, Australian, and other distant markets yielded such large orders. Heavy consignments are continuously being forwarded. The leading cutlery houses are well employed on orders for the best quality of goods. America is a large customer for the most makes of table cutlery. A change for the worse has come over the scissor

trade. Complaints continue of the keen competition of German firms who produce tools at prices with which English manufacturers cannot contend. Traders who are down to the English state that they have not been inconvenienced by any efforts to boycott English goods. In cutlery Asia can make no better than English, and the Englishman will depend on what he can get for it.

The Birmingham iron market shows evidences this week of a falling off in the demand on home account, but a maintenance of the foreign demand. The latter of late has been increasing, and reported a short time ago as not safe to hold it being more or less a pocket. It is expected however, that no silver will be found when stopping in some neighbourhood. The officers of the company are naturally very anxious as to the present or future prospects.

We think, however, that the New York mills should keep the stockholders better informed in regard to this matter than they have done heretofore.

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INDUSTRIAL WORLD AND NATIONAL ECONOMIST.

POSTAL TIME-TABLE.



POST OFFICE, OTTAWA.

ARRIVAL AND DEPARTURE OF MAILS

DELIVERY MAIL MAILING

ARRIVAL ONTARIO & WESTERN PROVINCES

DEPARTURE ONTARIO & WESTERN PROVINCES

ARRIVAL QUEBEC & EASTERN PROVINCES

DEPARTURE QUEBEC & EASTERN PROVINCES

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ARRIVAL QUEBEC & EASTERN PROVINCES

DOMINION TRADE REGISTER

AND
INDUSTRIAL DIRECTORY.

AGRICULTURAL IMPLEMENTS.

WHITING MANUFACTURING CO., Cedar Dale, Ont.—Manufacturers of scythes, forks, hoes, etc.

WELLAND VALE MANUFACTURING CO., Ltd., No. 2, St. Catharines, Ont.—Manufacturers of axes, scythes, hoes, forks, rakes and other tools.

ANILINE DYES

MIL THOMAS & CO., Montreal—Agents for K. Müller, Uebendorf, St. German.

BRASS WORKS.

N. V. TAPIKA & CO., Montreal—Brass founders and founders, brass manufacturers.

BRIDGE BUILDERS.

TORONTO BRIDGE CO., Toronto—Builders of steel and iron, railways and highway bridges.

CAPS AND FURS.

JOHNSTON, Toronto, Ont.—Manufacturers to the trade only.

CARPETS.

PETLEY & CO., Golden Orign, 13, 15 and 17, King Street East, Toronto—Wholesale carpet dealers.

COCAINS AND CHOCOLATES.

TODHINTER MISCHEL & CO., Hamilton—Cocaine and Spice Mill, Toronto—Manufacturers and wholesale dealers in plain and vanilla chocolates and pecans, fine roasted and ground coffee, genuine spices, mustard, cream tartar, India currie powder, arrow-root, etc. Chocolate liqueur for confectioners a specialty. Importers of green coffee and whole spices.

COTTON BROKERS.

M. WRIGHT, Dundas, Ont.—Broker agent in Canada for Ordway & McGuire, cotton factors, Newark, N.J.

COTTON MILLS.

DUNDAS COTTON MILLS CO., Dundas, Ont.—Very domestic, domestic, spinning, yarns, etc.

HAMILTON COTTON MILLS CO., Hamilton—Domestic, spinning, and yarns.

JOHN MACKAY, Dundas, Ont.—Manufacturers of every description of cotton wares and yarns.

EDGE TOOLS.

R. T. WILSON, Dundas, Ont.—Manufacturers of axes, picks, mattocks, grub-hoes and rail-way contractors' supplies.

ENGINES AND BOILERS.

G. C. MORRISON, Hamilton—Engines, boilers, steam hammers, etc.

THOS. WILSON, Dundas, Ont.—Manufacturers of stationary and portable steam engines, boilers and machinery of every description—cotton mill calendars, hosiery steam presses and propeller wheels, all sizes.

ENGINEERS AND MECHANISTS.

JOHN YANSON, Toronto—Engineer, Mechanist, etc. Manufacturers of hydraulic steam and hand power passenger and goods elevators.

ENGRAVERS, ETC.

JOHN PLEMING & SON, Coborne St., Toronto, Ont.—Electrotypers, engravers on wood, designs, etc.

FILES.

THOS. ORAHAY, Toronto—Manufacturer and recutter of files and rasps.

FREDERICK BAUSCH, Côte St. Paul, Montreal—Manufacturer of every description of hand made files and rasps.

HILL & SPRING CO., Côte St. Paul, Montreal—All kinds of files and springs. File recut. Sole manufacturers of Shawlings' patent concealed springs.

G. OUTRAM & SON, Dominion File Works, Montreal—Manufacturers of every description of files and rasps.

FURNITURE

OSHAWA CABINET CO., Oshawa, Ont.—Furniture manufacturers, Toronto branch, 27 Yonge St.; Montreal branch, 417 and 419 Notre Dame St.

AMERICAN BRACKET CO., Hamilton, Ont.—Manufacturers of all kinds of fancy furniture, brackets, etc.

TEER & CO., 11 St. Bonaventure St., Montreal—Manufacturer of office desks and revolving bookcases.

JAMES WRIGHT & CO., 11 to 17 Hermine St., Montreal—Church, bank, house, store and office fittings, art furniture and inlaid woods, etc.

GLASSWARE.

HAMILTON GLASS CO., Hamilton—Manufacturers of flat and green glassware.

GLOVE MANUFACTURERS.

W. H. STOREY & SON, Acton, Ont.—Manufacturers of fine gloves and mitts in every variety and style.

HAMMERS.

HENRY H. WARREN, Côte St. Paul, Montreal—Manufacturer of every description of hammers, sledges, hatchets, contractors' tools, etc.

HOSES, SPONGES AND BENTWOODS.

P. W. HORR & SON, Hamilton, Ont.—Manufacturers of hobs, sponges, rims, shafts, poles, slough and cater staff, etc.

INKS.

F. F. DALLEY & CO., Hamilton, Ont.—Manufacturers of inks, blackings, harness oils, perfume, etc.

IRON WORKS.

CANADA SCREW CO., Dundas—Manufacturers of iron and brass screws, bolts and rivets.

COWAN & CO., Galt—Manufacturers of every description of wood working machinery.

DOMINION BOLT CO., 139 Front St. East, Toronto—Manufacturers of every description of bolts, hot pressed nuts, railway spikes, bridge, boiler and iron rivets.

H. R. IVES & CO., Montreal—Hardware manufacturers and founders from railing and ornamental iron work a specialty.

HAMILTON BRIDGE & TOOL CO., Hamilton—Iron railway and highway bridges and iron working machinery.

MECHANIC & BERTRAM, Dundas—Machine tools and wood working machinery.

THE OSHAWA MALLEABLE IRON CO., Oshawa, Ont.—Manufacturers of malleable iron also patent screw wrenches.

OLIVET & SON, Hamilton, Ont.—Manufacturers of fountains, fenders, crestings, vase and statuary, wagon skeins, etc.

KNIFE WORKS.

THE WHITMAN & HARNIS MANUFACTURING CO., St. Catharines, Ont.—Manufacturers of mowing and reaping machine knives, scythes, guard plates, cutting apparatus complete, spring-holes and cutters, etc.

KNITTING MILLS.

S. LENNARD & SONS, Dundas—Manufacturers of plain and fancy hosiery.

LASTS, DIES, ETC.

CHAS. CHILDS, Montreal—Manufacturer of last and shoe lasts, dies for cutting sole leather, upper leather, envelopes, boxes, cans, and leather cords.

LEATHER BELTING.

DOMINION BELT AND HOSE CO., Toronto—Oak taned belting, lace leather, etc.

ROBIN & SADLER, Montreal—Manufacturers of every description of leather belting.

ORGANS AND PIANOS

WM. BELL & CO., Guelph, Ont.—Manufacturers to the trade.

BOLTON & SMITH, 167 Mountain St., Montreal—Tuning and repairing attended to.

DANIEL BELL & CO., Toronto—Manufacturers of the "Ecclesia" organs.

DOMINION ORGAN AND PIANO CO., Bowmansville, Ont.—Manufacturers of pianos and cabinet organs, see advertisement in another column.

E. R. WARREN & SON, Toronto—Manufacturers of church organs.

WM. NORRIS & SON, No. 3 Adelaide St., East, Toronto—Wholesale importers of pianos, organs and cloth covers, and manufacturers of piano stools.

HEINTZMAN & CO., 117 King St., West, Toronto, Ont.—Manufacturers of pianos.

WOOD POWELL & CO., Office and Warehouses, corner Waterloo and Queen Streets, Guelph, Ont.—Manufacturers of Reed Organs.

PAPER MANUFACTURERS.

CANADA PAPER CO., Limited, 37, 38 & 39 St. Paul St., Montreal—Manufacturers and importers of all kinds of paper, bills at Windsor, Sherbrooke and Portneuf.

DOMINION PAPER CO., 87 St. Peter St., Montreal—Manufacturers of manilla, book and note print, cardboard middles and coloured papers.

JOHN FISHER & SONS, Dundas—Manufacturers of printing and wrapping papers.

LINCOLN PAPER MILLS CO., Merritton, Ont.—Manufacturers of every variety of paper, paper bags and flour sacks.

WM. BARBER & BROS., Georgetown—Manufacturers of book and file papers.

SAW MANUFACTURERS.

R. H. SMITH & CO., St. Catharines—Manufacturers of all kinds of saws, plastering trowels, straw knives, etc. Also manufacturers for the Dominion of Canada of the celebrated "Simonds' Saw."

SHURLY & DIETRICH, Galt, Ont.—Manufacturers of circular and cross-cut saws, plastering trowels, etc.

SEWING MACHINES, ETC.

W. WILKIE, Guelph, Ont.—Manufacturers of sewing machines, apple parers, egg beaters, red irons, skates and hardware novelties.

SCALES.

CANADA SCALE WORKS, Jas. G. White & Co., Toronto—Manufacturers of all kinds of standard scales, Factory, 102 Adelaide St. East.

C. WILSON & SON, 45 Esplanade Street, East, Toronto—Manufacturers of the Improved Wilson Scale. Designers to the Government. Received 2d first prize, medal and Governor General's grand diploma.

HOWE SCALE CO., 65 Yonge Street, Toronto—Those in want of scales will find a larger and better assort'd stock with us than at any other house in Ontario.

SPICES, ETC.

R. D. VAN DER CAMP & SON, Toronto—Manufacturers & importers of coffee, spices, cream tartar, mustard, etc.

STEREOTYPERS, ENGRAVERS, ETC.

F. DIVER & CO., Toronto—Electrotypers and stereotypers. Designers and engravers on wood.

STOVES.

WM. CLENDINNING, Montreal—Stoves, ranges, furnaces, railway and machinery castings.

TELEPHONES.

HOLT TELEPHONE CO., Toronto—Telephones sold outright \$3 to \$20 per pair, twice fee, to be paid in two months.

TIERS.

BUTTER & CHEESE TRIERS, Robert Donaldson, Montreal—Manufacturers of pump sugars, butter, cheese, flour and sugar tiers.

WIRE WORKS.

B. GREENING & CO., Hamilton, Ont.—Manufacturers of wire ropes, cloth and general wire workers.

MAJOR & GIBB, 64 Craig St., Montreal—Manufacturers and importers of wire cloth and wire goods and dealers in railway and mill supplies.

TIMOTHY GREENING & SONS, Dundas, Ont.—Manufacturers of the strongest description of steel wire cloth, malt kiln floors, and general wire weavers.

WOODEN GOODS.

C. T. BRANDON & CO., Toronto—Have special facilities and machinery for the manufacture of all kinds of wooden articles.

J. R. MC LAREN, Jr., 63 College St., Montreal—Manufacturers of sharp-point safety oil cabinets; also, refrigerators, children's carts, wagons, sleighs, and general woodenware.

WOOLLEN MANUFACTURERS.

J. ROUSH & CO., Cobourg—Woolen Manufacturers.

JOHN WARDLAW, Galt, Ont.—Manufacturer of Scotch bagging, wheeling and knitting yarns.

WOOLS AND COTTON WARPS.

WINANS & CO., Toronto—Dealers in wool and cotton warps.

PETROLEUM.

CANADIAN MARKET.

(Petrolia Advertiser)

The market for crude is this morning \$100 in tank, firm. Not many sales are made, but a great activity is manifested by the bears to keep the price below \$2. This they won't be able to accomplish, as the price is bound to go up in spite of all they can do to prevent it. We predict crude to reach \$2.50 by the 1st of November.

Refined continues to hold its own at 191 to 200 cash, with rather an upward tendency, and we expect before next issue to see at least 22 cents paid.

The market here for crude oil, by the carload, is from \$1.95 to \$2.00 per barrel.

The price obtainable for the crude oil or warehouse receipts issued by the different Pipe Line Companies, at Petrolia, Ont., including the pipage charges of from 2c to 4c per barrel, according to the distance of the producers' well from the shipping tanks at the railway, is \$1.95 in tank.

The price of American crude oil in the various producing districts of Oil City, Packer, Titusville and Bradford, by the latest quotations, is 97c to \$1 per barrel in tanks at the wells for United Pipe Line crude oil certificates—to this price has to be added the pipage charge of 20c per barrel for pumping on board the cars. When a producer has his own pipe line he obtains from 100 to 200 per barrel more for his oil than the price at the wells, but he does not get the advantage of a certificate in case he wishes to hold his oil for a rise and get money advanced on it.

REFINED OIL MARKET.

Petrolia, (Ont.)—\$0.19 @ \$0.00 per gall. cash.

London \$0.20 @ \$0.00 " "

Ottawa \$0.21 @ \$0.00 " "

Peterborough \$0.22 @ \$0.00 " "

Montreal (P. Q.) \$0.23 @ \$0.00 " "

Quebec \$0.23 @ \$0.00 " "

Halifax and St. John \$0.23 @ \$0.00 " "

St. Johns \$0.23 @ \$0.00 " "

The above are wholesale prices per Imperial gallon at which refined oil is sold by the car load; the price per single barrel is generally from 1c to 2c above these figures.

The latest refined oil quotations in New York market are as follows:

Cargo lots for export, 110° burning test by the Saybold tester, 8½c per wine gallon.

Refined oil for the New York City trade, in lots of 50 to 100 barrels, 100° flash test by the Tagliabue pyrometer, 9½c per wine gallon.

Refined oil of 150° burning test, prime white, 10c to 12c per wine gallon; water white 11½c to 14c per wine gallon, according to brand. This is the kind of American oil usually purchased for the Canadian market, and is coming into general use in the United States.

Cargo of refined oil for export, 110° burning test, cargo lots, 11½c to 13c, according to brand.

PETROLE

HAMILTON
COTTON COMPANY.
HAMILTON, ONT.

MANUFACTURERS OF
HOSIERY, YARNS
AND
ALPACA YARNS, BEAVER WARPS, &
CLAY DESCRIPTIONS
DENIMS AND TICKING.

DOMINION
CARD CLOTHING WORKS.
W. R. GRAY, Proprietor.
MANUFACTURERS OF
Card Clothing and Woollen Mill
Supplies.

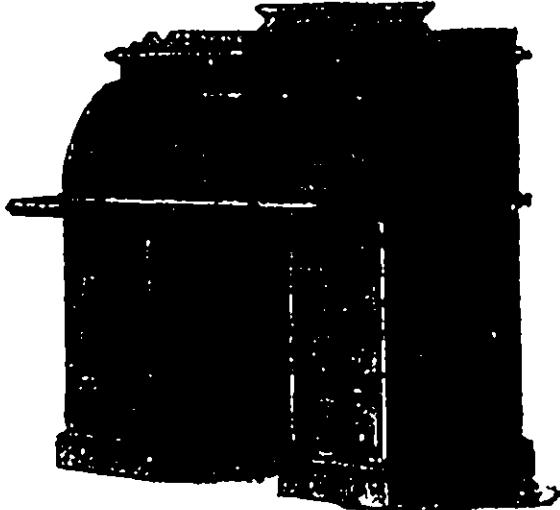
DANVILLE HOUSE, DANVILLE. This hotel
is situated in the town, next to the Post Office.
Rooms \$1 per day. Terms \$1 per week.
Lunch Room.

CANADA
Marbleized Slate Works
HAMILTON, ONT.
MARBLE AND MARBLEIZED SLATE
MANTELS.
J. M. DURWARD

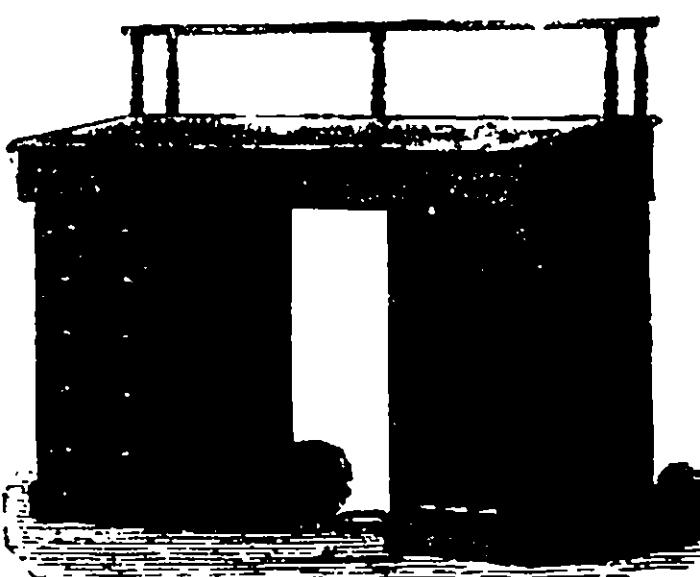


THEES & CO.

MONTREAL,



T
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DESK MAKERS.

Excelsior Organs

Acknowledged to be the most serviceable Organ
in the market.

ALL HONORS TAKEN WHEREVER SHOWN

SEND FOR NEW ILLUSTRATED CATALOGUE
AND PRICE LISTS.

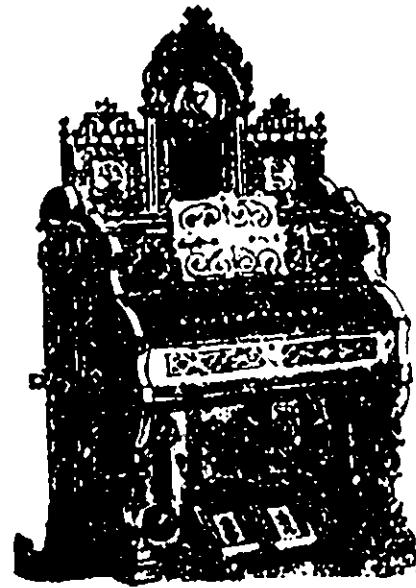
DANIEL BELL, SONS & CO.

Manufacturers to the Trade,

56 to 64 Bolton St., Toronto.

P.S.—NO BRANCH FACTORY AT GUELPH OR ELSEWHERE.

MASON & RISCH,



MANUFACTURERS AND IMPORTERS OF

PIANO - FORTES

CABINET ORGANS,

32 King St. West,

TORONTO.

COSGRAVE'S VIENNA LAGER.

NOW READY.

THE PURE AND WHOLESOME SUMMER BEVERAGE.

PROF. CROFT'S ANALYSIS.

I have examined it chemically, and find it exceedingly pure. I have no hesitation in certifying that it is as GOOD LAGER BEER AS I HAVE EVER TASTED, and that it is a PERFECTLY PURE and therefore WHOLESOME BEVERAGE.

The TRADE and FAMILIES supplied in Wood and Bottles.

Orders by Post promptly attended to.

COSGRAVE & SONS.

Oshawa Cabinet Company,
FURNITURE MANUFACTURERS
OSHAWA.

Highest Awards and Two Silver Medals at Dominion and Toronto Exhibitions, 1879 and 1880.

RETAIL WAREROOMS:

97 YONGE ST., TORONTO, & 447 & 449 NOTRE DAME ST., MONTREAL.

THOS. DAVIES & CO.

PIONEER

LAGER BEER, ALES and PORTER,

BOTTLED FOR EXPORT AND DOMESTIC USE.

NOTE ADDRESS,

THOS. DAVIES, TORONTO.

PETLEY & CO'Y,

IMPORTERS AND MANUFACTURERS,

SIGN OF THE GOLDEN GRIFFIN, KING STREET EAST

(NEARLY OPPOSITE THE ST. LAWRENCE MARKET),

TORONTO, Ontario.

THE LARGEST

WHOLESALE AND RETAIL DRY GOODS

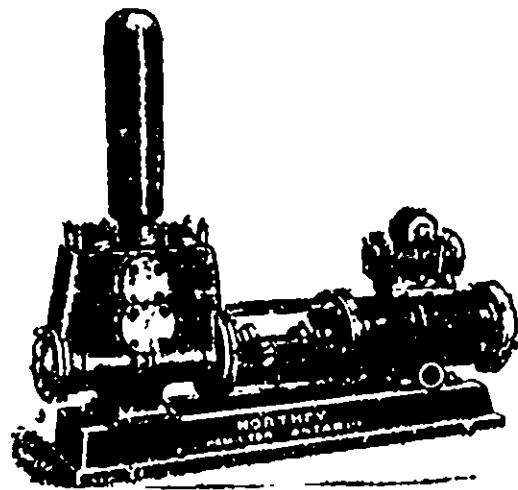
And Clothing House in Canada!

Persons visiting this City will find it to their advantage to inspect our stock when in the City.

PETLEY & CO., 128 to 132 KING ST. EAST.

NORTHEY'S STEAM PUMP WORKS

BOILER FEED PUMPS.
AIR AND CIRCULATING PUMPS.
STEAM FIRE PUMPS.
WRECKING PUMPS.



CITY WATERWORKS,
FOR OIL PIPE LINES,
MINING PUMPS,
CITY WATERWORKS,
FOR OIL PIPE LINES,
MINING PUMPS,

No. 47 KING WILLIAM STREET,
HAMILTON, ONTARIO.

SEND FOR CIRCULAR.
McCOLL BROS. & Co.

TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other

MACHINERY OILS

At the great Industrial Fair, Toronto, 1890, and

Four First Prizes and Gold Medal

At the Provincial Exhibition, Hamilton, 1880.

NOTE: The Lardine Machine Oil was tried, by authority of the Association, on all the machinery at both Fairs during the year, and proved a very superior oil.

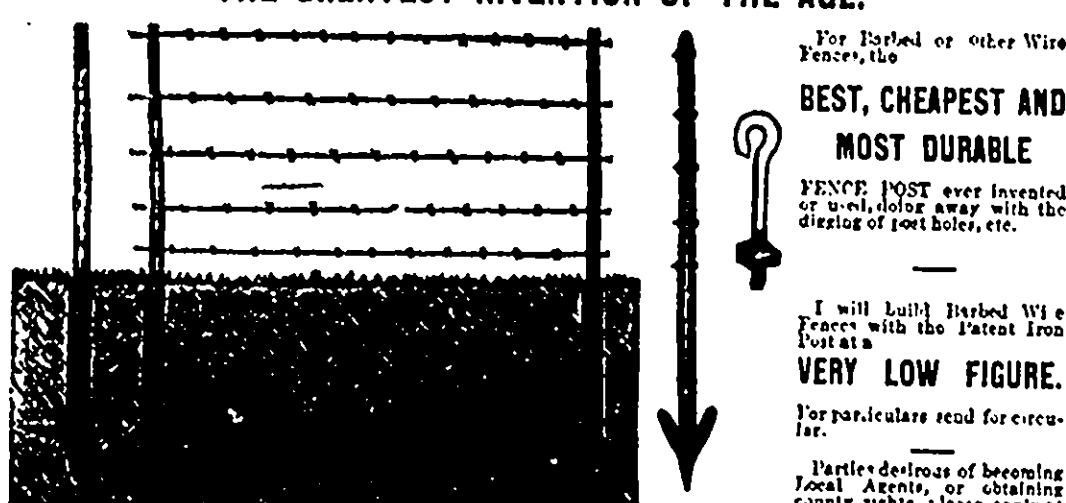
COUGHLIN'S

PATENT FROST AND FIRE PROOF

IRON FENCE POST

PATENTED IN THE UNITED STATES AND CANADA

THE GREATEST INVENTION OF THE AGE.



P. COUGHLIN, PRESCOTT, ONT.

GALT FOUNDRY & MACHINE SHOPS

COWAN & Co.

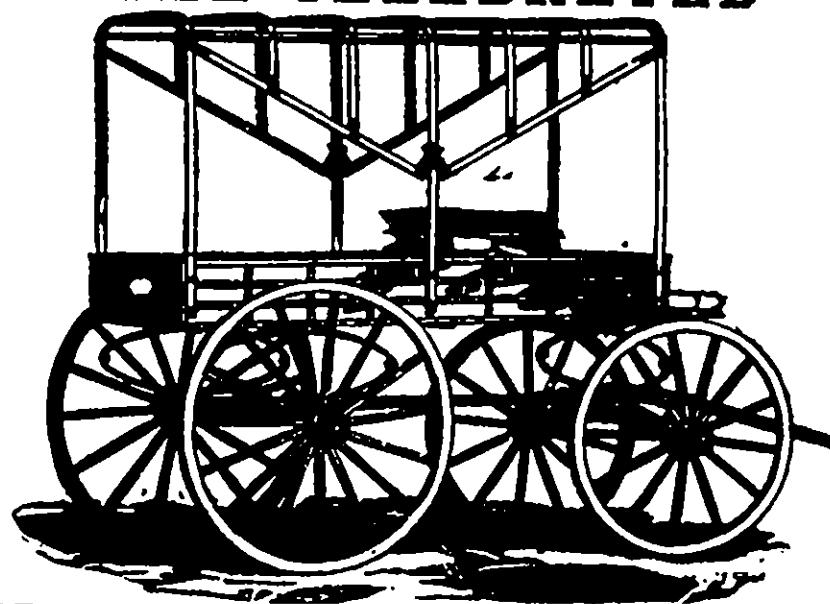
Iron Founders and Manufacturers of all kinds of WOOD-WORKING MACHINERY, with all the latest improvements.

Steam Engines and Boilers,

PORTRABLE AND STATIONARY.

NOTE: REVOLVING BED MOULDING MACHINE stands unrivaled, and has never yet been beaten in
any article.

THE CELEBRATED

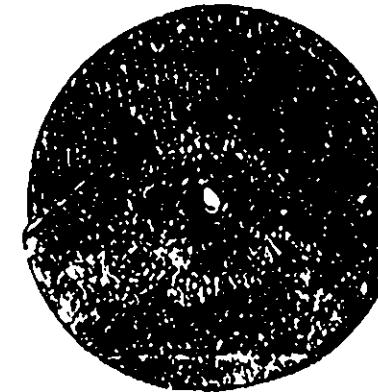


202 SPARKS STREET, OTTAWA.

NOVELTY WAGGON TOP.

SEND FOR ILLUSTRATED CATALOGUE.

NATIONAL MANUFACTURING CO.



HART
Emery Wheel
COMPANY
HAMILTON, CANADA.

MANUFACTURERS

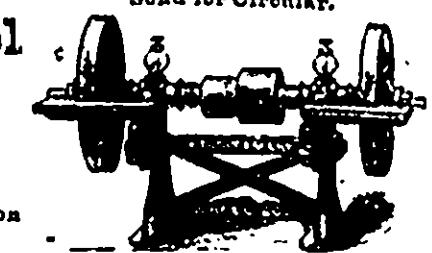
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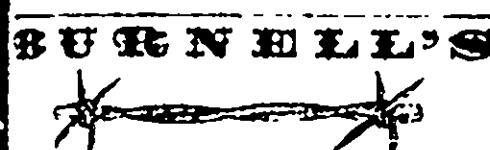
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There are now before the public a number of Four-pointed Bars which, to the casual observer, are similar in respect to the Barnell Barb which we are using, but a examination of them will show the difference and their identity.

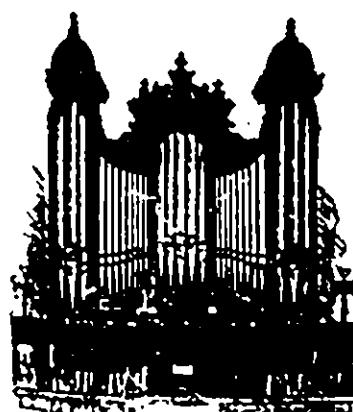
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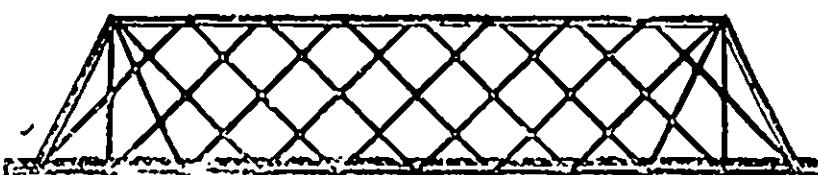
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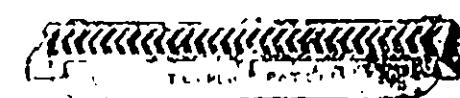
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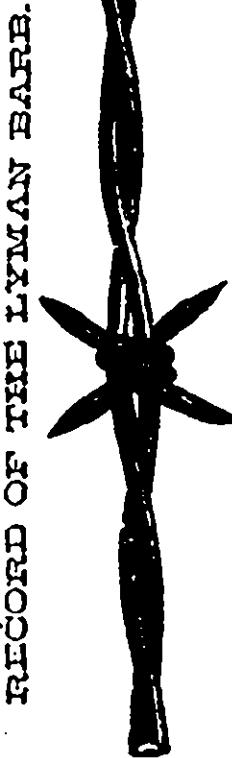
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